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The very brand for all
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MITSUI RUSSAN KAISEA, LTD.

The China Mail

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1845

TO-DAY'S DOLLAR. — The
closing rate of the dollar on
demand, to-day was 1/5 1/4.

Dainty Eyeglasses
N. LAZARUS
Ophthalmic Optician
13, Queen's Road, Central.

No. 27,494

HONG KONG, THURSDAY, MAY 22, 1930.

PRICE \$3.00 Per Month.

SOLICITORS ACCUSED OF FORGERY?

DEFENDANT INSISTS ON
ALLEGATIONS.

"UNDER THE ROOF."

When the case was resumed this morning at the Supreme Court before Sir Joseph H. Kemp, K.C., in which Mak Chun-long alias Ng Shing is sued by the Po On Company for a declaration and damages in connection with the allegedly fraudulent mortgage of a steam launch to Mr. R. A. Basto, M.B., B.S., M.R.C.S., for \$3,000, defendant made some startling allegations against the solicitor instructing the plaintiffs.

Defendant was further cross-examined by Mr. H. G. Sheldon, Counsel for the plaintiffs, in regard to the premises occupied by the Fook Chun Loong firm. He said that the firm occupied a flat in Shanghai Street, Yaumati. He also gave the number. That firm signed as guarantor to the charter party.

From a Wrong Source.
Counsel put it to defendant that from October, 1927, until August, 1928—in other words, at all material times relating to the signing of the supposed charter—the premises were not only not occupied by the Fook Chun Loong firm, but were entirely vacant.

Defendant disagreed and said that Counsel probably got his information from a wrong source. Mr. Sheldon: I put it to you that the rates for the last quarter of 1927 and also for the first and second quarters of 1928 had not been paid by the landlord to the Government?—You had better enquire from the neighbours. That firm was there all right.

And the reason why no rates had been paid was because the building had been pulled down and was in the course of reconstruction?—I say you are wrong. Counsel said that point any further as he was able to prove it from the Government files.

Defendant was asked if he had any relatives living. He said that he had no sisters or brothers, and his only blood relative alive to-day was an aunt.

Mr. Sheldon: Is she coming to say that you are Ng Shing?—She is over 60 years of age and lives at Shekhi, but if you insist I can call her.

But are you calling her?—If I am allowed time, I might do so.

Witnesses Scattered.

Defendant was then asked about the various parties who, he said, had taken part in either helping him to buy the launch or helping him to charter it. To this he replied that he could not find them. Some of them had gone this way and another the other. He admitted that they were valuable witnesses to his case. As regards the broker, Wong Lam, who helped him to buy the vessel, that man was now on a Chinese gunboat named the Kwang Fu.

Counsel: What a curious place for a ship broker to be in?—Well, a man is not bound by anything to do a certain trade or a certain work. He is entitled to do what he likes.

Before concluding his examination, Counsel put all the exhibits to defendant one by one and asked him if each one of them was genuine.

Defendant categorically said that they were all forgeries.

Counsel: You can't express an opinion if they were forged for the purpose of this case?—You know better.

I put it to you that on the mortgage you had fraudulently signed yourself as Ng Shing and had also fraudulently used the chop of the Po On Company?—Ng Shing is my name and I am the head partner of the Po On Company.

Here is a coffin bill for Ng Shing—do you say this is also a forgery?—On the face of it, it is a coffin bill, but since it is used as evidence against me, I must say it is a forgery.

Questioned as to the deed of assignment in which it bore the impression of the Yue On chop, defendant again said that it was a forgery. He explained that that document was with his solicitor during the time when he was tried in the Criminal Court, and no one from the Yue On Company had come forward to produce chop as evidence against him.

Now that the document had left

the court, he said, and had

fallen into the possession of other

solicitors for a whole amount,

"well, anything can be done under

the roof—not only with the im-

pression of a chop but with any

other thing as well."

Mr. Sheldon:—Is it your sug-

gestion that the chop was forged

from the impression from the

time it got into the possession of

SOLICITOR'S COSTS.

DEFENDANT'S UNHAPPY
PLIGHT.

NO MONEY TO PAY.

Action was taken by Mr. Geo. K. Hall Brutton against a Chinese at the Summary Court this morning before Mr. Justice J. R. Wood, for the recovery of \$409.65, being the balance for professional services rendered.

Mr. D. L. Strellett, who appeared for the plaintiff, told his Lordship that the amount owing arose out of an action heard at the present defendant was plaintiff. Mr. Brutton represented him, and, after much trouble and expense, he got judgment with costs.

The sad part of the whole business was that defendant, though successful in his claim, failed to recover either the judgment debt or costs from the other side. Mr. Brutton having no other recourse, fell back on the defendant for payment.

A Reduction Offered.
Out of the whole amount due, disbursements made on behalf of the defendant included a sum amounting to \$250 had been paid on account. However, seeing the plight that the defendant was in, Mr. Brutton agreed to make a substantial reduction provided that the debt was liquidated at an early date.

From \$409.65, Mr. Brutton was agreeable to accept \$250 in full settlement. Defendant failed to avail himself of this offer and action had, therefore, to be taken. Defendant admitted the claim, but said that he had no money to pay.

Costs Waived.
Judgment was given against defendant for \$409.65. Mr. Strellett, however, added that in view of the fact that the defendant had failed to recover the judgment debt from the other party, he would still be willing to accept \$250 in full settlement, and that he would not be asking costs for this action.

DR. C. T. WANG.

May Resign Foreign
Portfolio.

[From Our Own Correspondent.]

Shanghai, To-day.
Dr. C. T. Wang, Foreign Minister, left Nanjing for Shanghai yesterday. Before his departure he asked the Political Council for leave of absence for two weeks.



Dr. C. T. Wang.

It is alleged that this is the forerunner to his resignation, due to the recent criticism of the Sino-Japanese Treaty by the Political Council.

fallen into the possession of other solicitors for a whole amount, "well, anything can be done under the roof—not only with the impression of a chop but with any other thing as well."

Mr. Sheldon:—Is it your suggestion that the chop was forged from the impression from the time it got into the possession of the solicitors named?—Yes.

This closed the cross-examination. Defendant called further witnesses.

The case is proceeding.

NOISY KOWLOON.

Building Operations
at Night.

CONTRACTOR FINED.

"Simply one of the noisiest centres of Kowloon."

This was the comment passed by Mr. Whyte-Smith at the Kowloon Magistracy this morning, when he imposed a fine of \$50 on Mr. Daniel Wong, contractor and treasurer of the Hop Yick firm of building contractors, who are engaged in the construction of new flats opposite the Star Theatre and at the rear of Wing Lok Buildings, in Nathan Road.

Defendant was summoned by Revenue Officer Young, of 10 Wing Lok Building, second floor, for allowing noises for some time past. In answer to the summons, Mr. Wong said that he had had a discussion about the matter and thought that it was finished. His Worship: At least Mr. Young had hoped so!

Employees Blamed.
Continuing, the defendant said that if there was any noise being made it was done by his hundreds of workmen, who were under several foremen, who, he thought, were of not much use. He added that these workmen should be arrested for creating disturbances by working at night time.

His Worship remarked that the thought there was no power to do that.

Carpentry and Mah Jongg.
Recounting his experiences in the

FAIR OUTLOOK.

To-day's weather report from the Royal Observatory states: A depression is central to the N.E. of Vladivostok. The depression over Tong-king is shallower.

The Typhoon is probably about 600 miles E. of Basco, moving N.N.W.

Forecast:—S.W. or variable winds; moderate to light; fair.

Rainfall

Rainfall to 10 a.m. to-day

0.01 inch. Rainfall since

January 1, 18.67 inches against

an average of 19.08 inches.

Temperature and Humidity

The temperature and humidity

at certain specified centres

this morning at 6 o'clock

were:—

Hong Kong ... 82 85

Macao ... 79 91

Pratas Island ... 80 92

Manila ... 77 92

Amoy ... 80 91

Satow ... 80 99

Chefoo ... 69 75

Shanghai ... 61 98

witness box, Mr. Young said that the noise, which consisted mainly of carpentry, and now and again Mah Jong games, had gone on night after night, for about as far as he could calculate, nine months. He had been told to lay the complaint against the contractor by his doctor, who, when Mrs. Young was ill in bed, told witness that he was not to stand it any longer. Sometimes the noise of hammering and what not ceased at 11 at night, and at other times it continued the whole night through.

On Saturday night, he sent for a detective from the Water Police Station, and Detective Sergeant Humphreys appeared at his flat and experienced the noise of planing wood, sawing, and the inevitable in carpentry—hammering.

The noise came from a newly constructed garage, which is just under Mr. Young's window, and which is being occupied as the Hop Yick carpenter's shop, in connection with work on the new flats at the back.

Other Complaints.
Corroborative evidence was given by Sgt. Humphreys who also stated that it was not only Mr. Young who complained about the noise, but a resident of 2 Wing Lok Buildings complained to the Police the other day, when he was kept awake till three o'clock in the morning.

Addressing the defendant his Worship said: "I am not going to waste any more time. I hold you as responsible. I consider it scandalous that residents should be kept awake in this way. You are fined fifty dollars, and if there is any repetition of the nuisance the penalty will be much heavier."

Good Foremen Wanted!

Defendant intimated that he was

willing to pay a sum

STORM IN A TEA CUP

SIR OSWALD MOSLEY
OBSCURE.

PREMIER'S MOVE

PARLIAMENT TO BE
DISSOLVED?

London, Yesterday.

Sir Oswald Mosley, during a personal statement in the House of Commons, read a letter he had addressed to Mr. MacDonald, stating that the Cabinet Committee under Mr. Philip Snowden rejected in its entirety the Memorandum which he submitted on January 23, providing for a more effective alternative to the Government's unemployment policy.

Subsequent discussions only emphasised the differences, making it impossible for Sir Oswald Mosley to continue in office with honour. Sir Oswald Mosley assured Mr. MacDonald of his loyalty in vote or action, but retained the freedom to ask the Party to adopt a policy more consistent with their election pledges than the present programme.

Mr. J. H. Thomas did not attend to-day's Parliamentary Labour Party meeting, which mainly discussed the causes of Sir Oswald Mosley's resignation and adjourned any discussion thereon.

The Premier's Threat.

Later.
To-morrow's meeting of the Parliamentary Labour Party may have very important results. Sir Oswald Mosley has notified that he will move a resolution dis-

approving of the Government's

unemployment policy.

It is expected that Mr. Mac-

Donald will demand a vote of con-

fidence and tell the Party that un-

less the vote is forthcoming and

Sir Oswald Mosley's resolution is

withdrawn he will immediately

advise the King to dissolve Par-

liament.—Reuter.

His Honour Offended.

Rugby, Yesterday.

In the House of Commons to-day Sir Oswald Mosley made a statement on the reasons which led to his resignation from the Government.

Sir Oswald Mosley was Chancellor of the Duchy of Lancaster, which is a post with only minor duties, and when the Government took office he was appointed by the Prime Minister to assist the Lord Privy Seal, Mr. J. H. Thomas, who was put in charge of the problems connected with unemployment.

Sir Oswald Mosley, in his statement, read a letter which he had addressed to Mr. Ramsay MacDonald, in which he stated that on January 23 he submitted a memorandum on unemployment and in a covering letter made it clear that he had reached the very definite conclusion that it was impossible to continue as at present.

The Cabinet subsequently appointed a Committee, which presented a report which not only rejected in its entirety the Memorandum, but also adopted a position which would involve the rejection of any effective alternative to the present policy.

In those circumstances he held it inconsistent with honour for him to remain a member of the Government. On the back benches he should remain in vote and action as a loyal member of the Labour Party.—British Wireless Service.

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plied that that

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TAXES ON FOOD.

Feeling Against It Quite
Irrational.

LORD SALISBURY'S VIEW.

Rugby, Yesterday.

In the House of Lords a motion expressing grave concern regarding the industrial outlook and demanding as the most immediate and practical remedy a comprehensive policy of safeguarding of industries, anti-dumping and anti-economic, was carried by 103 votes to 25.

Lord Salisbury, the Conservative leader, supporting the motion said he favoured a greater extension of revenue tariff and believed that the feeling against food taxes was quite irrational. So long, however, as there were no food taxes, indirect taxation, whether in the form of safeguarding or otherwise, must be kept within the limit because high protection without food taxes was impossible. The Government opposed motion.

Lord Arnold stated the case for free trade, pointing out that the depression was world wide and instancing the United States of America, whose export trade had declined 20 per cent compared with Britain's decline of 9.1 per cent.—British Wireless Service.

STOP PRESS

London, Yesterday.

The conservatives have decided to ask for another debate on unemployment on May 28 when they will again move a reduction in Mr. Thomas's salary similar to that which was defeated by only 15 votes on May 19. There are prospects of a large number of Labour and Liberal abstentions, the result of which will expose the Government to the grave risk of defeat.—Reuter.

Washington, Yesterday.

The Iowan Banker, Mr. Hanford McNider, late Assistant War Secretary, has been appointed United States Minister to Canada.

How two British Dominions objected to the cruiser building programme of the United States during the London Conference was disclosed by Senator Reed, one of the American delegates.

Cross-examining Admiral Pringle before the Senate Foreign Relations Committee, Senator Reed asked: "Did you know that Australia and New Zealand threatened not only not to sign the treaty giving us 21 eight-inch cruisers, but to build some eight-inch cruisers of their own?"

The Senator explained that Australia and New Zealand feared the projected American building programme and prompted Japan also to build, thereby upsetting the balance of naval power in the Far East.

Admiral Pringle, who at first opposed the cruiser reduction, eventually admitted that the treaty was successful piece of negotiating on the part of the American delegation.—Reuter's American Service.

BIG COMBINE.

Bank of England's
Direct Concern.

FIVE LEADING COMPANIES.

London, Yesterday.

A big industrial rationalisation scheme, in which the Bank of England will take a direct concern, is announced. The Bank will have a controlling voice in two new steel, iron, and coal companies named the Lancashire Steel Corporation and the Wigan Coal Corporation, with a combined capital of \$7,500,000. These concerns consist of the amalgamation of five leading companies.—Reuter.

FLAPPER FLYER.

London, Yesterday.

Mr. J. H. Thomas, who was

examining

chaplain to Bishop Lightfoot of

Durham, and later became sub-

alternant to Queen Victoria and

Dean of Windsor, and domestic

chaplain to the Queen, in 1881

and in 1883.

and

and

and

NAVAL PROGRAMME OF BRITAIN.

DESTROYERS AND SUBMARINES
TO BE BUILT.

SIX-INCH GUN CRUISER.

London, Yesterday.

Mr. A. V. Alexander, First Lord, pointed out that the original destroyer programme of 1929 consisted of a flotilla leader and eight destroyers. The programme was now amended and consists of a leader destroyer. The question of future construction under this programme is now being considered.—Reuter.

"Necessary Replacements."

Rugby, Yesterday.

The First Lord of the Admiralty, Mr. A. V. Alexander, said that orders had been given for work for the one six-inch gun cruiser Leander to be built at Devonport and for two destroyers at Portsmouth. Tenders for the Leander and the two remaining destroyers to be built by contract were under consideration. It was proposed to proceed forthwith with the building of three submarines, two of approximately 650 tons each and one of approximately 1,600 tons.

A considerable part of the 1929 programme had been cancelled and this represented the remainder of it. The submarines referred to were three of six authorised by Parliament last year. Regarding any further building programme, the Government must consider necessary replacements in accordance with the London Naval Treaty. He was unable to say when the full programme could be presented.—British Wireless Service.

Earlier Cable.

London, Yesterday.

In the House of Commons, at question time, Mr. Alexander announced that orders had been given for work to proceed on the six-inch gun cruiser Leander, to be built at Devonport and two destroyers to be built at Portsmouth. Tenders for a leader and two remaining destroyers were under consideration.

It was also proposed to proceed forthwith with the building of two submarines, of approximately 650 tons each, and another of approximately 1,600 tons.

Mr. Alexander explained that a considerable proportion of the 1929 programme had been cancelled, and the foregoing represents the uncancelled portion.—Reuter.

EX-PRIMATE ILL.

Grave Condition of Lord
Davidson.

60 YEARS IN THE CHURCH.

London, Yesterday.

The Most Rev. Randall Thomas Davidson, the former Archbishop

of Canterbury, is stated to be

gravely ill.—Reuter.

Lord Davidson was born on

April 7, 1848, at Edinburgh, his

mother being a daughter of

Archbishop Taft, of Canter-

bury. Educated at Harrow and

Trinity College, Oxford, (where

he obtained his degree of Doc-

tor of Divinity), his first bene-

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BANKING CORPORATION.

Authorized Capital \$50,000,000
Paid-up Capital \$25,000,000
Reserve Fund \$25,000,000
Surplus \$10,000,000
Total Assets \$100,000,000

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Current Accounts opened in Local Currency
and Foreign Currency, and all other banking
business transacted. Hong Kong, 15th May, 1930.

HONG KONG SAVINGS BANK.

The business of the bank is to conduct
the Hong Kong and Shanghai
BANKING CORPORATION. Hong Kong, 15th May, 1930.

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MAATSCHAPPI, N.V.

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Netherlands Trading Society
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Branches:—Batavia, Hong Kong, Shanghai, Singapore, etc.

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Incorporated by Royal Charter, 1853.
HEAD OFFICE: LONDON.
Paid-up Capital: £23,000,000.
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ALOR STAR, KUALA LUMPUR, etc.
BANK OF CHINA, HONG KONG, etc.
BANK OF INDIA, CALCUTTA, etc.

THE HO HONG BANK, LTD.

(Established 1917).
CAPITAL:—
Authorized: Straits \$20,000,000.
Issued: 8,000,000.
Paid-up: 4,000,000.
Reserve: 4,000,000.
Surplus: 2,526,000.

THE BANK OF TAIWAN, LTD.

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HEAD OFFICE:—Taipei, Formosa.
Incorporated by Special Imperial
Charter, 1899.
Branches:—Hong Kong, Shanghai, etc.

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Reorganized October 26, 1928, under
special charter of the National Government
as an
INTERNATIONAL EXCHANGE
BANK.
Subscribed Capital: \$25,000,000.
Paid-up Capital: \$24,710,200.
Reserve Funds: \$3,820,503.92.

HONG KONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—
Island:—
Victoria Peak: 1825 feet.
Signal Station: 1774 feet.
Mt. Parker: 1784 feet.
Mountain Lodge: 1725 feet.
The Eyrie: 1725 feet.
Peak Hotel: 1805 feet.
Tai Koo Sanatorium: 1000 feet.
Mt. Davis: 877 feet.
Bowen Road (Hillside): 297 feet.

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Bowen Road (Hillside): 297 feet.

COMMERCE
AND
FINANCETOURIST WEALTH.
Astonishing Sums Spent
in Canada.

The sums spent by the people of
United States in travel are astonishing.
Figures published by the
United States Department of Com-
merce show that in 1928 the total
expenditure of United States citizens
on travel outside their own
country was approximately \$818,-
506,000. Of this sum \$650,000,000
was spent outside North America.
In 1929, the total expenditure is
estimated to have reached the giant
sum of \$1,000,000,000. This, it
is stated, represents about 1 per
cent. of the total annual income of
the country. In recent years
Canada has been receiving a rapidly
increasing share of this traffic.
Figures published by the Dominion
Bureau of Statistics placed the tour-
ist revenue of the country in 1928
at over \$250,000,000. The figure
for 1929 has been placed by a pre-
liminary estimate at \$300,000,000.
The total value of Canada's mineral
production for 1929 is estimated at
\$303,875,000, which shows how
rapidly tourist travel is climbing
into one of the first places among
the Dominion's sources of wealth.

A recent analysis of the induc-
ments that bring visitors to Canada
from across the border showed that
the strongest attraction is new and
striking scenery. Beauty, spiced by
wonder, is the greatest lure to
travel, and this is the outstanding
appeal made by the national parks.
But, while the parks are an increas-
ing lure to foreign travel, they are
also becoming more and more the
playgrounds of Canadians them-
selves. In the parks in the Canadian
Pacific Provinces, an increasing per-
centage of visitors is drawn from
the Prairie Provinces from British
Columbia and from Eastern Canada.

Canada's system of national parks
has recently been augmented by two
interesting additions, one in
Manitoba, and the other the Georgian
Bay Islands Park among the so-called
Thousand Islands of Georgian Bay.
The Manitoba park covers over 1,100 square
miles of rolling woodland country dotted
with a number of beautiful lakes. It is
a natural home for big game. Its
reservation as a park will not only
conserve a typical example of the
scenery of Manitoba, but will make
provision for the recreational needs
of the people of this part of Canada,
and become an important big game
sanctuary and a tourist attraction
as well.

The Georgian Bay Islands Park
consists of 29 island reservations in
one of the most beautiful regions of
Canada, which in recent years has
become the home of large numbers
of summer residents, many of them
from across the international
boundary. Owing to the popularity
of this region, the islands have been
rapidly passing into private hands,
and it was clear that, unless pro-
vision was immediately made, no ac-
cess would soon be possible to the
general public for camping and
picnicking. Beausoleil Island was,
in fact, that last large island that
had not yet been taken up. It covers
nearly five square miles; it pos-
sesses fine bathing beaches; beauti-
ful groves of trees; and a varied
bird and plant life. Its historical
traditions and remains will also add
to its interest.

Unspoiled Scenery.
Valuable as Canada's national
parks are already recognised to be,
they are likely to be appreciated
more and more as time goes on.
Already public men in the United
States are regretting the almost
complete disappearance of unspoiled
scenic conditions in that country.
Canada realises that, while she is
to-day numerically a small people,
the day will inevitably come, sooner
perhaps than many suppose, when
she will be much more developed,
and supporting a large population.
The rapidity with which such
changes can be brought about has
been greatly accelerated in recent
years. To-day, Canada's immense
northern areas are being so swiftly
opened up that it is hard to realise
what is being done. Each year the
northern boundary is being pushed
farther back, and regions which,
in the ordinary course of events, must

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T. H. MOORE, General Manager.

have waited many years for develop-
ment, have been brought within the
reach of civilisation.
While the immaterial benefits are
many, and must increase as time
goes on, there are also material ones
which are readily obvious. The way
in which a national park may con-
tribute to general prosperity
through the stimulation of tourist
travel is well shown in the case of
Prince Albert Park in Saskat-
chewan. Although established less
than two years ago, it drew last
year 10,000 visitors, while Point
Pelee Park, a small reservation in
Southern Ontario, which attracts a
large number of United States
visitors, increased from 50,000 to
100,000 in one year.
What the next few years may have
in store for Canada it is impossible
to foretell, but that there will be a
great expansion is generally acknow-
ledged. It is fortunate, therefore,
under these conditions, the by fore-
thought Canada is preserving re-
gions of outstanding natural beauty
as represented by the growing sys-
tem of national parks.

STUART SILVER.
£3,300 for a James I.
Steeple-Cup.

A large company gathered at
Messrs. Sotheby's for the sale of
old English silver, from various
sources. High prices were record-
ed, and the 148 lots brought a total
of £14,741.
Of this sum £3,300 was given by
Messrs. Crichton (with the Gold-
smiths' and Silversmiths' Company
as underbidders) for the James I.
silver-gilt cup and cover. This
piece, which was originally in the
collection of Lord Montagu of
Beaulieu, weighed 25ozs., and the
sum paid for it works out at the
rate of £132 per oz. The "Richard
Chester" cup in the Victoria and
Albert Museum is very similar to
this one, which bears the London
hall-mark of 1619.

A Commonwealth wine cup,
maker's mark E.T. with crescent,
1652, realized £450 per oz.—£266
17s. 6d. (Coutts); another, dated
1654, and bearing the maker's mark
D.C. 940s. per oz.—£82 6s. (Bois);
and one dated 1652, with maker's
mark H.N., with a bird below hold-
ing an olive branch, 700s. per oz.—
£80 10s. (Mallett, of Bath).

For an Elizabethan tall parcel-
gilt beaker, maker's mark M. with
line across, 1589, Mr. Ernest Per-
main gave 1,250s. per oz.—£595
17s. 6d.; while Messrs. Mallett
paid 1,040s. per oz.—£520 10s. (a total
of £410 16s.) for a James I. beaker,
maker's mark H.B. 1610.
Irish Dish Ring.
An Irish dish ring, maker's mark
E.E. Dublin, 1772, made 280s. per
oz.—£149 2s.; and a Charles II.
porringer and cover, maker's mark
G.G. and B.E.—in sypher, 1658,
470s. per oz.—£235 19s. (both
Crichton); a pair of Elizabethan
Norwich beakers, maker's mark a
thistle, 1572, 450s. per oz.—£224
7s. 6d. (Permain); a George I.
plain casket and cover, by James
Frailton, 1716, 250s. per oz.—£253
2s. 6d.; a Commonwealth beaker,
probably by Nicholas Woolaston,
1667, 600s. per oz.—£313 17s. (both
Tessier); and a Charles I. beaker,
maker's mark a pegasus, 1628,
510s. per oz.—£255 16s. 6d. (Mal-
lett).

An official transcript of the thir-
teenth (Anti-Slavery) amendment
to the United States Constitution,
signed by Abraham Lincoln, is in-
cluded in the sale at Messrs. Sothe-
by's on May 5-7. It is said that
only one or two of the official
transcripts of this document are
in existence.
Messrs. Knight, Frank and
Rutley are selling the con-
tents of Millfield, Stoke D'Abernon,
Surrey, the property of Mrs. E. J.
Lee.
A Chippendale mahogany ward-
robe, 66in. wide, 63in. high, form-
erly in the H.M. Mulliner collec-
tion, and illustrated in Chippen-
dale's "Director," made £1,156.

RUBBER INDUSTRY.

Day of Rest in
Malaya.
Singapore, Yesterday.
The Asiatic rubber producers of
Perak have passed a resolution ask-
ing the Government to declare Sun-
day a day of rest for all labourers
in Malaya; and supporting the
suggestion of restriction by pro-
hibiting the export of second grade
rubber, only permitting the export
of smoked sheet and crepe, also sug-
gesting that the Government con-
vene a conference of producers and
officials to evolve a scheme to save
the industry.—Reuter.

WHERE THE MONEY
GOES.
SAILORS' HOME AS POLICE
STATION.

A BROADCAST TRANSMITTER.

At its meeting this afternoon
the Finance Committee of the
Legislative Council is to con-
sider the following supplemental
votes totalling \$99,747:—
Police Force:—Incidental Ex-
penses, Ammunition Lockers for
Launches: \$350.
Provision made in Estimates:
\$5,000.
The Naval Authorities having
been asked to inspect the ar-
rangements on board Nos. 2 and
4 Police cruising launches for
storing ammunition have reported
that these are insufficient, and
dangerous and recommend the
provision of special ammunition
lockers. The estimated cost of
two lockers is \$350 and it is
probable that this unforeseen ex-
penditure will cause an excess on
the above vote.

A supplementary vote for \$350
is accordingly requested.
The above is to be met from
savings under rations for Indian
Police.
Laboratory Instruments.
Medical Department:—Special
Expenditure. Adjustment and
calibration of Laboratory Instru-
ments: \$320.
The laboratory instruments
which were sent to Britain for
repair and adjustment were not
completed and returned in time
for their payment to be included
in 1929 accounts. The sum voted
for this purpose in the 1929
Estimates, viz. \$500 has therefore
lapsed. The arrival of Crown
Agents accounts for January
necessitates this request for a re-
vote of \$320.

Broadcast Transmitter.
Public Works Department:—
Other Charges, Special Expendi-
ture. Purchase of one Broadcast
Transmitter: \$50,000.
The existing broadcast trans-
mitter (purchased in 1924, and
first used in 1925) is now ob-
solete and of insufficient power.
It is recommended that a new
modern transmitter be obtained.
In addition to ordinary broad-
casting it is found that broadcast-
ing by W/T is the most satisfac-
tory means of disseminating
weather reports and storm warn-
ings.

The cost, \$3,800, can at the pre-
sent exchange be met from the
vote stated below, as it is not
proposed to proceed with the pur-
chase of the 5 K.W. short wave
transmitter for which \$50,000 is
provided in this year's Estimates.
The above is to be met from
savings under Additional 5 K.W.
short wave transmitter.

Rat Poison and Traps.
Sanitary Department:—Rat
Poison, Rat Traps, etc.: \$600.
Provision made in Estimates:
\$1,800.
The cost of birdlime and
barium carbonate, etc., as quoted
by the Crown Agents is \$147.77
which, at exchange 1/5 1/2 =
\$1,932.73.
The cost as estimated in No-
vember, 1929, was \$133.79, which
at the then estimated exchange of
1/11 = \$1,391.85. The higher
exchange cost and the lower rate of
exchange occasion a deficit, and a
vote of \$600 is requested to meet it.

Sailors' Home.
Public Works Extraordinary:—
Hong Kong Buildings. Altera-
tions to Sailors' Home for use as
Police Station: \$18,850.
Negotiations for taking over
the Sailors' Home site and build-
ing have been in progress with
the Trustees of the Sailors' Home,
West Point, since 1924. They
were held up owing to the trouble
in 1925. They were re-opened in
1928-9 and ended in the handing
over of the site and premises in
March of this year. In 1929 it
was not anticipated that the Gov-
ernment would take over the pre-
mises so soon, but the loss on the
working of the Sailors' Home
compelled the Trustees to press
forward the amalgamation of the
Sailors' Home and the Seamen's
Institute. Negotiations between
the two concerns led to the clos-
ing of the Sailors' Home in March
last, thus putting the premises at
the disposal of the Government.
Certain alterations are required
to make the Sailors' Home build-
ing suitable for occupation as a
Police Station (for which purpose
the site was taken over) until
such time as it is possible to pro-
vide funds for the rebuilding of
the present No. 7 Police Station,
which is badly overcrowded and
in need of extra accommodation.
The work necessary to fit the
building for use as a Police Sta-
tion comprises the following
items:—
Structural Alterations.
Provide Charge Room, Offices,
Cell accommodation, Latrines both
Native and European, European
and Chinese kitchens. Remove
wooden partitions to provide ac-
commodation for mess rooms, and
40 Indian Police. Re-arrange
lavatories in outhouses and renew

water piping where necessary.
Estimated cost \$10,000.
General Work.
Minor repairs, painting and
colour-washing throughout. Es-
timated cost \$5,000.
Replace existing electrical wir-
ing and casting with lead covered
wiring and provide four over-
head fans. Estimated cost \$3,200.
Remove telephones from present
No. 7 Police Station and install
with new switchboard. Estimated
cost \$650.
Total estimated cost \$18,850.
No funds were provided in the
1930 Estimates for this work as it
was not anticipated that the
building would be handed over to
Government this year.
A special vote for \$18,850 is
therefore requested.
New Railway Siding.
Kowloon-Canton Railway:—
Special Expenditure, New Siding,
Fanning: \$150.
The original vote in 1929 Es-
timates was \$9,300.
The total expenditure in 1929:
\$4,902.55—Balance which lapsed
at the end of 1929: \$4,897.45.
The contractor undertook to
maintain and keep in good order
and repair the siding for 6
months after completion, and 5
per cent. of his Bill which
amounted to \$149.09 was retained
for a period of 6 months.
When the current Estimates
were framed it was considered
unnecessary to make any pro-
vision in 1930 as the work was
finished.
It is regretted that the pay-
ment of the 5 per cent. retention
was overlooked. The sum requir-
ed viz. \$149.09 is therefore in the
nature of a revote.

Medical Books.

Medical Department:—Books:
\$500.
Provision made in Estimates:
\$250.
It was not possible last year to
obtain all the books required for
the reference library of the De-
partment and consequently \$250
of the Supplementary vote of \$500
granted last year remained unex-
pended.
The amount available in this
year's Estimates is only \$250
which is not sufficient to pay for
all the books that are urgently
needed.
A supplementary vote of \$500
is therefore requested.



BATHING COSTUME.—

Viking,
Hollywood,
Ocean,
etc., etc.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road Central.

was found necessary to rebuild
one of the abutments.
Little progress was made dur-
ing 1929 owing to dilatoriness on
the part of the contractor.
A total vote of \$5,500 is requir-
ed, of which \$2,800 is in the
nature of a revote.
The above is to be met from
savings under Circular Eastern
Road.

Clothing for Prisoners.
Prisons Department:—Clothing
for prisoners: \$9,000.
Provision made in Estimates:
\$13,000.
The sum of \$9,000 is required
to provide extra clothing for pri-
soners in winter. The present
equipment is considered insuffi-
cient for the very cold weather.
Asphalt and Screening Plants.
Public Works Extraordinary:—
Hong Kong: General Works, Mis-
cellaneous. Installation of modern
asphalt and screening plants at
Tsai Tze Mui Quarry: \$5,000.
Provision made in Estimates:
\$30,000.

The asphalt and screening
plants at Tsai Tze Mui Quarry
have been in use for about 15
years and are practically worn
out. Modern plant was obtained
in 1925 and a sum to cover the
cost of installation was recom-
mended for inclusion in the 1926
Estimates but has not yet been
voted.
It is now necessary that the
modern plant be put into opera-
tion.
The estimated cost of the work
is \$15,000 of which only \$5,000
will be expended this year and
the balance will be included in
the Estimates for 1931.
The above is to be met from
savings under Sai Ying Pun New
Market.

Sanitary Launch.
Sanitary Department:—Launch
to replace S.D.3. Excess of Con-
tract price over the Estimate:
\$8,630.
Provision made in Estimates:
\$30,600.
Difference between estimated
and accepted prices for construc-
tion of Steam Launch S.D.3 as
under:—
Contractor price \$39,230
Estimated 30,600
Now required \$ 8,630

King's College.
Education:—Equipment of
King's College. Freight Charges:
\$73.
Provision made in Estimates:
\$600.
Provision made by Supplemen-
tary Vote: \$293—Total \$893.
School material consigned to
the Education Department in 1929
was found to be damaged and
Crown Agents were instructed to
have the goods replaced.
The freight for the original con-
signment was paid last year from
funds specifically provided in
1929 Estimates.
In January this year the goods
were replaced and this Depart-
ment has been debited with freight
charges of \$5,125 against which
no funds are available in 1930
Estimates.
Crown Agents are taking steps
to obtain satisfaction from the
contractors in Britain who have,
however, so far denied respon-
sibility for the damage.
The above is to be met from
savings under Capitation Grants.

Railway Stores.
Kowloon-Canton Railway:—
Other Charges, Miscellaneous.
E-1-7-3 Stores. Depreciation. De-
preciation: \$774.
Provision made in Estimates:
Of the stock of Russian rails
acquired in 1918, there are now
only 50,791 tons remaining on the
books valued at \$36,251.30 per ton.
As the stock has been kept in
calculated weights and the scales
were by actual weights, there is
a loss on original weight owing
to rust representing 7.1 per cent.
on the total original weight.
The book balance on 23.2.30
stood at \$1,841.24, and the re-
ceipts by subsequent sales and
transfers plus estimated value in-
remaining stock amount to
\$1,068.21, leaving a balance of
\$773.03 to be written off.
As no provision has been made
in the current estimates for this
depreciation, a Supplementary
Vote for \$774 is now required.

A Patrol Path.
Public Works Extraordinary:—
Widening Patrol Path, Sheung
Shui to Ta. Ku Ling to 10 feet:
\$5,500.
Amount provided in 1929:
\$3,500.
Amount of Contract No. 19A of
1929 for the above was \$3,100.
Expenditure during 1929 was
\$5,299.38, leaving a balance of
\$2,300.62, but it is estimated that
a further sum of \$2,700 will be
required to complete this work.
The total excess over the Esti-
mates for 1930 is therefore
\$5,500.62.
The excess of \$2,700 over the
original estimate for the work is
caused by the fact that the
widening of the bridge at Sheung
Shui proved more expensive than
was originally estimated as it

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Consumption	1929-	1930
Estimated population	431,700	442,020
Consumption per head per day	12.3	18.5
" " " " " " " "	69.88	million
from Mainland		gallons

Services to houses in the Ridge Main Districts were disconnected and a supply was given by public street fountains only during April, 1929.

From April 1 to 30, 1930, a 12 hours supply (6 a.m. to 6 p.m.) was given to all Ridge Main Districts.

Principal Main closed 6 p.m. to 6 a.m. with the extension of the area to North of Queen's Road, the Broadway Road and Eastern Street where a 24-hour's supply was maintained from April 7 to 30.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Yee, from Seattle, Wen.
Knee High, from San Francisco.
Swenyllad, from Kamakura Maru.
Swenyllad, from Mojl.

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TENYO MARU	Friday, 20th June.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Saturday, 6th July.
MISHIMA MARU	Saturday, 31st May at 8 a.m.
SIBERIA MARU	Saturday, 14th June.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Tuesday, 24th June.
SWA MARU	Friday, 6th June.
FUSHIMI MARU	Tuesday, 27th May.
SANDWY & MELBOURNE via Manila & Ports.	Friday, 1st June.
TANGO MARU	Thursday, 5th June.
MANILA	Monday, 26th May.
TENYO MARU	Wednesday, 4th June.
HOMBAI via Singapore, Penang, & Colombo.	Friday, 23rd May.
† CALCUTTA MARU	Friday, 28th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Friday, 30th May.
ANTO MARU	Friday, 30th May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Friday, 30th May.
WAKASA MARU	Friday, 30th May.
NEW YORK, BOSTON via Panama.	Friday, 30th May.
† ASUKA MARU	Friday, 30th May.
† TAKAKA MARU	Friday, 30th May.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Friday, 30th May.
† DAKAR MARU (Calls Saigon)	Friday, 30th May.
CALCUTTA via Singapore, Penang & Rangoon.	Friday, 30th May.
MORIOKA MARU	Friday, 30th May.
SHANGHAI, KOBE & YOKOHAMA.	Friday, 30th May.
TANGO MARU (Nagasaki direct)	Friday, 30th May.
† DURBAN MARU	Friday, 30th May.
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SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	Wednesday, 11th June.
ANDES MARU	Wednesday, 11th June.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 18th June.
RIO DE JANEIRO MARU	Friday, 18th June.
BOMBAY—Via Singapore & Colombo.	Tuesday, 3rd June.
CELEBES MARU	Tuesday, 3rd June.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.	Sunday, 1st June.
CHICAGO MARU	Sunday, 1st June.
CALCUTTA—Via Singapore, Penang & Rangoon.	Sunday, 1st June.
GANGES MARU	Sunday, 1st June.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	Wednesday, 28th May.
ARABIA MARU (from Kobe)	Wednesday, 28th May.
MELBOURNE—Via Manila, Brisbane & Sydney.	Friday, 6th June.
SYDNEY MARU	Friday, 6th June.
SAIPHONG—Via Hanoi & Peking.	Thursday, 12th June.
MENADO MARU	Thursday, 12th June.
NEW YORK—Via Japan ports & Panama.	Sunday, 1st June.
HAGUE MARU	Sunday, 1st June.
JAPAN PORTS.	
KEELUNG—Via Swatow & Amoy.	Tuesday, 10th June.
YAKAO—Via Swatow & Amoy.	Tuesday, 10th June.
TAKAO & KEELUNG.	Tuesday, 10th June.
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SHIPPING SECTION.

CHICHIBU MARU.

Public Inspection on
the Colony.

CREDIT TO N.Y.K.

Japan has reason to be proud of the Chichibu Maru, the new palatial 10,289 tons liner of the Nippon Yusen Kaisha Line. She arrived here on Tuesday, and is berthed at the Kowloon Wharf, where she was open for inspection yesterday afternoon.

The large crowd who availed themselves of this opportunity were given a souvenir postcard picture of the liner.

The arrangements were excellent, thanks to the enterprise of the N.Y.K. The inspection was made from the third class, right through the inside and on to the open first class promenade deck, where the visitors were treated to afternoon tea.

Each first class cabin berth is fitted with a table telephone. The first class lounge can be converted into a ball-room with parquet floor, and cinema shows and other entertainments can be provided there. It is fashioned in very modern British style.

The Chichibu Maru is a sister ship to the two other N.Y.K. giant ships, the Asama Maru and Tatsuta Maru, which have already visited the Colony.

The Chichibu Maru is open for further inspection to-day, for which tickets can be obtained on application at the N.Y.K. Office.

CORK HARBOUR.

American Corporation's
Development Scheme.

The development scheme for Cork Harbour, involving an outlay of about \$6,000,000, proposed by the American Corporation of Ireland, New York, was criticised by members at the meeting of the Harbour Board.

Mr. Mullan, the representative of the Corporation, who is its vice-president, made a lengthy statement to the board. Originally he suggested Little Island as the site of the proposed harbour works; now he would be willing for it to be built at Cuskenny or Tivoli. So far as location was concerned it would be for the Harbour Board to decide. What they wanted was a national harbour, built on lines that would secure the support of the leading steamship companies as well as getting the shortest passage across the Atlantic, not only by steamer but by air.

There would be, he said, no charge for the preliminary services by his corporation. He had submitted estimates in New York for borings which the Cork harbour engineer, Mr. Price, had prepared, and the Raymond Concrete Co. (of America) stated that if the borings indicated proper subsoil conditions they could design and build a harbour that would allow of 2,500 feet of wharfage properly equipped for commercial purposes at a cost of between five and six million dollars. If the Harbour Board agreed to give a contract on a cost, plus 10 per cent, basis, they would make the borings and sustain half the expense of this preliminary work. If the borings showed proper subsoil conditions they would prepare plans of the scheme for the harbour.

In his opinion a contract at cost plus percentage would be an advantage, and his corporation could design and build the harbour at less cost than probably anyone else in the world. He offered the assurance that no other American syndicate would undertake the work except on the pay-as-you-go plan.

He remarked that the President of the Executive Council of the Free State, Mr. Cosgrave, had suggested that money for harbour development should be found in the Free State. He agreed with him in that. Ireland had no need to go anywhere for money if the people in Ireland who have the money could be educated to have faith in their own securities. But most investments made by Irish people were made outside Ireland, and not at home.

town) as the deciding factor. The question would, he said, require close and careful consideration from many angles. Mr. Mullan, he said, had certain ideas in his head which would assist the Harbour Board if they had that information from him.

Mr. Fliinn, T.D. (Cork), asked if Mr. Mullan was making an offer to pay half the cost of the borings subject to getting the contract to build the harbour.

Mr. Mullan replied that that was so. The Board did not want to spend money on borings unless they were prepared to build the harbour. His corporation would pay half the cost of the borings and submit a plan at an estimated figure, but they then would not want the board to turn round and give the contract to someone else. As far as the finances were concerned they would undertake to sit in with the Harbour Board and show how to find the money.

Mr. Anthony, who represents Cork in the Dail, stated that a very large body of the public required to know who was to finance the scheme. Would it be financed in part by the Harbour Board? The sum of six million dollars was a huge sum. Did it mean that the revenues of the Cork Harbour Board would be mortgaged for 30 or 40 more years? Whether this scheme took shape or not, Cork Harbour was already pretty well developed. Personally he would not like to see the board's revenues mortgaged to such an extent, or to a lesser extent.

Mr. Lynch required that before the Harbour Board adopted a decision they should have some assurance from the shipping companies referred to by Mr. Mullan. It was stated by the general manager that the board's borrowing powers were now very limited. The entire matter was referred to the Finance and Law Committee.

MASKEE'S RETURN.

The junk Maskee, which set out on a round-the-world voyage on Saturday last, anchored in Clear Water Bay shortly after 6 o'clock last night, having to put back to Hong Kong owing to sickness amongst the crew. The junk had spoken Waglan early yesterday morning that she was returning to Hong Kong and making for Junk Bay, but although a look-out was kept for her all day, she failed to put in an appearance.

The Maskee passed Collinson Lighthouse at 10 a.m. to-day and was towed by No. 4 Police launch from the direction of the Nine-pins.

SWEDISH EAST ASIATIC CO.

The report for 1929 of the Svenska Ostasiatiska Kompaniet states that the severe winter during the first months of the year caused some difficulties and delays with resulting additional effects of the depression in the freight market were experienced. In addition the company had various casualties.

During the year additions were made to the fleet. At the end of April the motorship Nagara was delivered, and the Shantung early in August, both being about 10,000 deadweight tons, and built by the Gotaverk. Two similar ships which were ordered from the same firm are to be delivered in July and September respectively, next year. At the end of 1929 the fleet consisted of 14 ships of a total of 112,840 deadweight tons. The average age of the ten liner ships being only nine years. The net book value corresponds to 125 kr. per deadweight ton.

The gross profits from shipping are stated to have decreased from 3.34 million kronen in 1928, to 3.02 million kronen for depreciation, as against 1.51 million in 1928, and having made other appropriations, the accounts show net profits of 1,077,000 kr. as compared with 1,670,000 kr. in the previous year. Nevertheless the dividend is maintained at the rate of 8 per cent, and 142,000 kr. carried forward.

see why accused should not be admitted to bail in any case, but it would have to be substantial. "How much would he suggest?"

Accused: "Well, I am charged with stealing only \$900, so I am prepared to give that amount of bail."

Mr. Lindsell: "Oh, would you? Well, I am asking for \$5,000!"

"Not a Case of Murder!"

Accused: "This is not a case of murder."

Magistrate: "No, had it been, there would be no bail."

In the end, Mr. Lindsell decided to give the accused until 10 a.m. on May 28, to make up his mind what course to take. In the meantime he would be held in custody.

ARREST ON SHIP.

Alleged Fugitive from
Vancouver.

G.\$970 INVOLVED.

A Chinese named Chau Shun-pun, whose extradition is being sought by the authorities in Vancouver, British Columbia, was produced before Mr. R. E. Lindsell at the Central Magistracy this morning.

The charge against the alleged fugitive is the alleged larceny of \$970, Canadian currency, from the Kwan On Company, of Vancouver.

Already Under Arrest.
Formal evidence of arrest was given by Detective-Inspector Doring, of the Water Police, who said that he took the accused into custody on board the Blue Funnel s.s. Proteus at 7 o'clock yesterday morning, just after the ship's arrival in port. He found that the accused was already under arrest in the ship's prison.

The Magistrate asked how that came about, and the Inspector explained that it was the result of a wire which was sent to Japan from Vancouver. Consequently the accused had been under arrest on the ship from Japan to Hong Kong.

The Inspector added that the ship's purser handed over to him the accused's emigration and colonisation identification card which was issued to him at British Columbia.

On the completion of this evidence, Mr. T. Murphy, A.S.P., told the Magistrate that the alleged fugitive had expressed his willingness to waive extradition proceedings and return to British Columbia to face the charge. If they decided to accept this, there should be little delay before the accused was repatriated.

Accused's Views Wanted.
He suggested that it would be more satisfactory if the fugitive would express his views to the Court before the Police decided how to act. If the fugitive was still prepared to waive extradition proceedings, then he would cable to Canada on those lines and there would be no necessity to bring out witnesses and escort from British Columbia.

The Magistrate explained to the accused, through the Interpreter, that if he wished to have the case come before a local Court first, then it would take a long time to get the witnesses here and it would mean that he (accused) would be kept in custody in the meantime and remanded from week to week.

If, on the other hand, he waived extradition proceedings to which he was understood to have expressed his willingness, he could be sent back with the least delay possible.

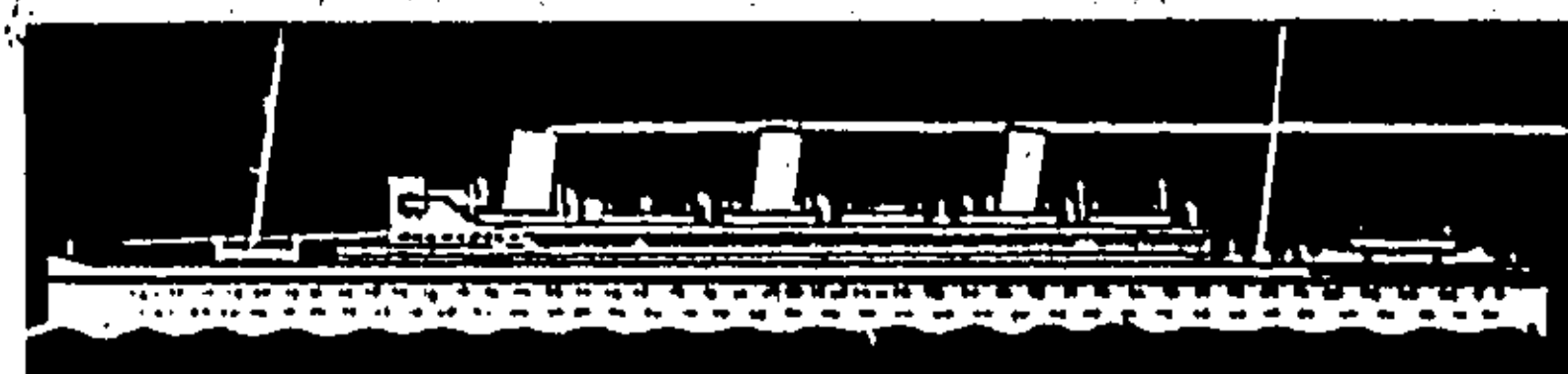
Back on the Same Ship.
Mr. Murphy: On the 29th, in fact. He can be sent back on the same ship.

The Magistrate told the accused that it was for him to choose which course should be taken.

Accused asked if he could not be allowed bail so that he could engage a solicitor to defend him in the local Court.

The Magistrate took this to mean that the accused wished to contest extradition proceedings, but was surprised by the accused's next statement which was to the effect that he wished to have bail until the 29th to allow him to go to Canton to see his relatives. Then he would be willing to return to Canada.

Mr. Lindsell said that he did not (Continued at foot of preceding column.)



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THURS. 22nd TUES. 27th

S.S. "TAI MING"

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MAY.

SUN. 25th FRI. 30th

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MANTUA	10,946	24th May	Bombay, Marseilles & London.
KHYBER	9,114	31st May	Marseilles, London, Hull, Hamburg, Rotterdam, & Antwerp.
KHIVA	9,135	7th June	Marseilles, London, Hull, Rotterdam & Antwerp.
*ALIPORE	5,273	18th June	Straits, Colombo & Bombay.
RANPURA	16,501	21st June	Bombay, Marseilles & London.

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S. S.	Tons	From Hong Kong About	Destination
TALWA	10,006	25th May	Singapore, Penang & Calcutta.
*TALAMBA	8,018	31st May	Singapore, Penang & Calcutta.
TAKADA	6,549	17th June	Singapore, Penang & Calcutta.
TALMA	10,000	22nd June	Singapore, Penang & Calcutta.
SHIRALA	7,841	3rd July	Singapore, Penang & Calcutta.

* Calls Rangoon.

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S. S.	Tons	From Hong Kong About	Destination
TANDA	6,956	7th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th July	
NELLORE	6,953	3rd Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong
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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

S. S.	Tons	From Hong Kong About	Destination
RANPURA	16,601	23rd May	Shanghai, Kobe & Yokohama.
TAKADA	6,549	27th May	Amoy, Shanghai, Kobe & Osaka.
TALMA	10,000	1st June	Amoy, Shanghai, Kobe & Osaka.
*JYFORE	5,318	3rd June	Shanghai, Kobe & Yokohama.
KARMA	9,123	6th June	Shanghai, Kobe & Yokohama.
ST. ALBANS	4,500	10th June	Shanghai, Kobe & Yokohama.
SHIRALA	7,841	12th June	Amoy, Shanghai, Kobe & Osaka.
*MOREA	10,954	20th June	Shanghai, Kobe & Yokohama.
KALYAN	9,144	4th July	Shanghai, Kobe & Yokohama.
RANPURA	16,601	18th July	Shanghai, Kobe & Yokohama.
KASHMIR	10,048	15th Aug.	Shanghai, Kobe & Yokohama.
MANTUA	10,946	22nd Aug.	Shanghai, Kobe & Yokohama.
KASHGAR	9,005	29th Aug.	Shanghai, Kobe & Yokohama.
MALWA	10,980	12th Sept.	Shanghai, Kobe & Yokohama.
KHYBER	9,114	20th Sept.	Shanghai, Kobe & Yokohama.
MOREA	10,954	10th Oct.	Shanghai, Kobe & Yokohama.

* Cargo only. † Calls at Tientsin & Wei-hai-wai.

All dates are approximate and subject to alteration without notice.

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Hong Kong, April 1, 1930.

RECONDITIONING OF
U.S. LINERS.Government Loan to
Dollar Line.

The Dollar Steamship Lines, Inc., has been granted two loans aggregating \$200,000, covering three-quarters of the cost of reconditioning the President Fillmore and the President Johnson, passenger liners of the company's round-the-world service, according to a Washington message.

In announcing the loans from the \$50,000,000 revolving fund created by the Jones-White Act, the Shipping Board stated that \$116,000 would be advanced to aid the company in reconditioning the President Fillmore, and \$84,000 covered three-quarters of the cost of improving the President Johnson.

The loans will be made under an agreement stipulating repayment in five equal annual installments, and will bear interest at the minimum rates provided in the Jones-White merchant marine law. The work on these vessels already has been done by the Newport News Shipbuilding and Dry Dock Co. It included fitting and furnishing of additional passenger accommodation. The vessels are assigned to the Dollar Line's round-the-world service.

At the same time the Board approved the sale of the steamer Eastern Sword to Mr. Joseph F. O'Boyle, of New York, for \$12,600. The vessel is a steamer of 5,532 deadweight tons, equipped with reciprocating engines and Scotch oil-burning boilers. She has been laid up at Staten Island since June, 1924. Bids for the sale of the steamer Concho cook were to be received by the Board on May 12, following authorization given the Fleet Corporation to advertise the ship. She is a Lake type steamer of 3,630 deadweight tons, equipped with reciprocating engines and Scotch coal-burning boilers. She is now laid up at New York.

LARGEST PROPELLER.

The testing of the last of the propellers for the new Canadian Pacific liner Empress of Britain took place recently at the works of the Manganese Bronze Co., Millwall. The Empress of Britain will have four screws, the two inner, weighing 25½ tons each, are the largest yet made, while the smaller ones will be over 9½ tons each. The small propellers are designed for 194 r.p.m. with 10,000 h.p. on each shaft. The revolutions of the large blades will be 146 per minute with an h.p. of 22,000 for each. Their diameter is 19ft. 3in. with a surface area of 148 square feet, and their caps weigh 8½ cwt. In the balance test it is possible for a child exerting pressure with a finger to start these giants revolving.

A special process, bronze of the Manganese Bronze Co.'s own manufacture is used in the production, and they are now starting to make a spare set of screws for the same ship.

Sending these propellers by rail to the shipbuilders is out of the question, so they are to be shipped from London to the Clyde; even then they have to be tilted in the hold of the ship owing to their colossal size.

Previously the Empress of Japan, which was launched last November, had the largest screws in existence, weighing 20½ tons. Both of these new liners are confidently expected to lower records on the Atlantic and Pacific oceans.

WARSHIPS IN PORT

British warships in port this morning were:—
In Basin of R.N. Dockyard: Tamar, Bruce, Tarantula.
North Arm: Magnolia, Stormcloud, West Wall, Hermes.
In Dock: Sirdar, Somme.
No. 8 Buoy: Castor.
Foreign men-of-war in port were: Portuguese Cruiser Adamastor, French Gunboat Argus.

STEAMER'S MOVEMENTS

The B.I. s.s. Takada left Singapore for this port on May 20, p.m., and is due here on May 26, a.m.

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WELD QUAY.

Commissioners Plan to
Abate Nuisance.

Penang, April 29.

That something is at last being done to improve existing conditions at Weld Quay was mentioned at the meeting of the Municipal Commissioners to-day, when Mr. Ham, the president, submitted draft by-laws regarding the storage of goods on the quay.

Mr. Ham said that the draft before them had been fully discussed with representatives of the Penang Chamber of Commerce and the Chinese Chamber of Commerce. Therefore, it had the approval of both Chambers. It was merely an attempt to effect some improvement of existing conditions by insisting on prompt removal of goods deposited on the quay and by endeavouring to introduce a little order in the methods of loading and unloading.

The draft by-laws state that the storage of goods on Weld Quay is prohibited, except in the case of goods in transit from warehouse to lighter or lighter to warehouse. Such goods may be deposited on a portion of Weld Quay demarcated by white lines or by a raised curb; provided that in no case shall they remain on the quay after midnight of the day of deposit.

Hitherto one great difficulty, Mr. Ham said, had been to ascertain the owner of the goods at the time they were deposited on the quay. The new by-laws made the owner of any goods deposited on the quay beyond the time limit and any consignor, consignee, shipper or agent for the sale, custody, shipping or landing of such goods, liable to a penalty.

Further, the new by-laws provided that the Commissioners or their officers might remove goods left on the quay after the specified hours to the Penang Harbour Board godowns, there to remain at the risk of the owner or the person offending. The goods shall then become subject to the rules and regulations of the Harbour Board.

Mr. Ham moved that the new by-laws be referred to a special meeting to be held on May 13 for consideration and passing. To this the Commissioners agreed.

WILHELMSEN LINES.

The report of the firm of Wilh. Wilhelmsen states that 1929 began in a satisfactory manner, but a strong depression took place in the freight market in the second half and this still continues. On the other hand, the tanker market maintained its firm tone during the whole of the year. A new regular line was started between New York-Norfolk-Los Angeles and the Philippines-China-Japan. The service is maintained with five motorships of the Tai Yang type conjointly with the English Dodwell-Castle Line, each company having one departure per month.

During the year six fast motorships were delivered at a total of 55,500 deadweight tons; of which two were transferred to the Panama flag. The tankers San Joaquin and the Maricopa were sold. At the end of 1929 the fleet consisted of 30 motorships and 24 steamers of a total of 480,000 deadweight tons, while four motorships of about 39,000 tons were under construction.

The freight receipts casualty compensation, etc., amounted to

63,439,000 kr., the gross surplus being 15,413,000 kr. Of this amount the sum of 6,994,000 kr. has been applied to the depreciation of the fleet and 3,430,000 kr. has been paid in taxes.

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the vessel must be presented to the Underwriter on or before the 2nd prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 23rd inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

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Hong Kong, 17th May, 1930.

HONG KONG TIDE

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon tidal observatory under the direction of Dr. Deberck during the years 1897, 1898 and 1899.

The times and heights are given for Kowloon; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

May 22 to 28, 1930.

DATE	HIGH WATER	LOWER WATER
	Standard Time	Standard Time
May 21	7 13 46	11 34 42
	4 33 53	8 0 8
Fri. 23	6 53 48	0 33 3
	5 51 51	0 33 1
Sat. 24	7 1 23	1 22 8
	6 51 4	1 22 9
Sun. 25	7 10 58	2 5 3
	7 46 50	2 45 1
Mon. 26	7 44 34	3 38 2
	8 40 49	3 45 1
Tues. 27	8 13 70	4 3 4
	8 33 47	3 34 0
Wed. 28	8 45 7.8	4 35 6
	10 49 4.4	4 5 0



Fortnightly sailings on Tuesdays. a.m. Port. McKinley Tues. June 3. Pres. Taft Tues. May 27. Pres. Grant Tues. June 17. Pres. Jefferson Tues. June 10. Pres. Cleveland Tues. July 1. Pres. Lincoln Tues. June 24.

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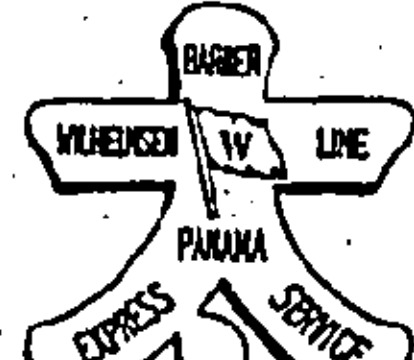
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Pres. Harrison Sun. June 1. Pres. Fillmore Sun. June 29. Pres. Johnson Sun. June 15. Pres. Wilson Sun. July 13.

TO MANILA

Pres. McKinley May 24 6 p.m. Pres. Grant June 7 6 p.m. Pres. Jefferson June 3 6 p.m. Pres. Lincoln June 17, 6 p.m.

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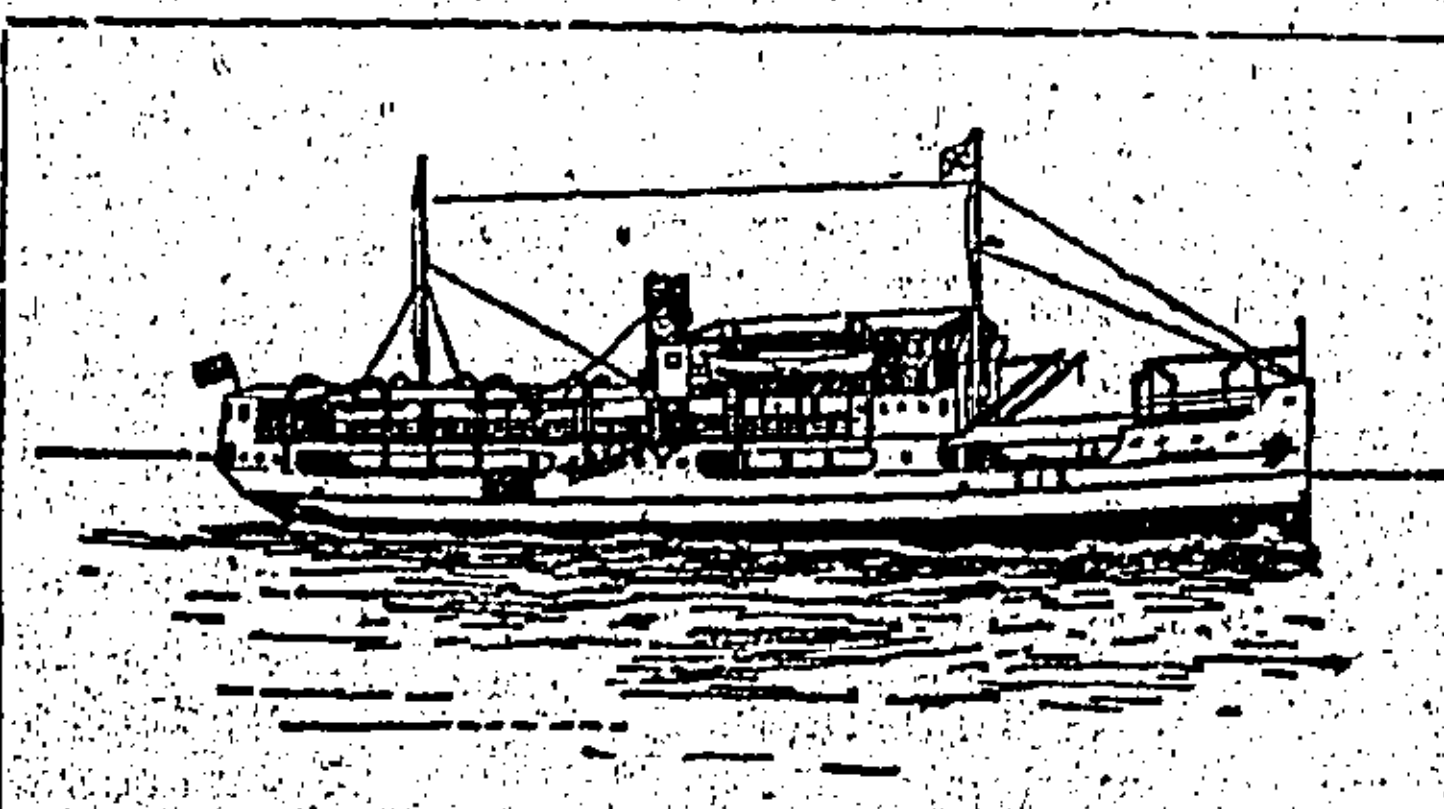
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DEATH

CAPPLEMAN.—Mr. D. E. Cappleman passed away last night (May 21) after a long illness, at the age of 42. Funeral will pass the Monument at five o'clock this afternoon.

Hong Kong, Thursday, May 22, 1930.

JUSTICE.

The Laws of Britain are generally accepted to be as fair as those of any other country. They allow greater liberties to the subject than most and, whilst necessarily inelastic in principle, they enable the individual to lead a normal, unrestricted existence. There is little that remains of our laws that can be said to be Draconian, and the percentage of statutes which are outworn and inapplicable to the age is almost negligible. The last century undoubtedly saw the survival of many statutes which belonged to a mediaeval order of society, and even continued the infliction of penalties which were relatively as savage as the "pious" torments of the Inquisition.

Not a great many years before Hong Kong was ceded to Great Britain men in the Home country were hanged and transported for stealing sheep and horses, and soldiers and sailors were publicly flogged. Those of us who have been deceived by that charming but one-sided history by Greene will find as the reward of research among less timid annals that the smug, self-satisfaction of our Victorian forefathers concealed much that was decadent and corrupt. Particularly was this so in regard to the legislature. That ugly chapter in the history

of the State has been eclipsed by a new and juster social spirit, and many distinguished lawyers have laboured to revise, sometimes altogether to annul, those clauses in the Statutes which were no longer consistent with modern philosophy. We approach the subject then at a time when the Laws of Great Britain may be said to have attained that degree of expansion and justice which is as near to perfection as any laws may be. Having then so sound and honourable a basis for the conduct of society, it is to be presumed that any who be so anti-social as to offend against the laws of the State, shall be punished according to the statutes. The statutes being both fair and just, it is also to be presumed that the sentences ordained by those statutes shall be both fair and just, and commensurate with the offence. So when we turn to the case of Bernard Joseph Carnell, who was sentenced at the Criminal Sessions on Monday to one year's imprisonment with hard labour for obtaining goods by false pretences by means of a false cheque, we must admit that in inflicting that penalty Mr. Justice Wood was interpreting the statutes in a proper and honourable manner. The prisoner is said to have pursued a systematic career of fraud, and rightly should be removed from society until he has recovered his sense of social values, not so much as a punishment as a deterrent. Public opinion of to-day has been educated to regard crime rather as a disease than as the deliberate pursuit of evil, but that attitude has not yet made its presence felt at all forcefully in Parliament. Indeed, only in civil law can public opinion be said to have brought about any change during the last twenty years. A law, until it be rescinded, is a rigid, immutable standard by which all must abide, whether in the country which gave it birth, or in the Crown Colonies. So that, in the purely legal sense, the sentence upon Carnell was a just one.

In the realm of State affairs, or in any affairs for that matter, everything must be based upon that which is vaguely called "the human element." And laws, which are of human, not divine, origin, are liable to the same errors and fallacies as the men that created them. When they are found to be unjust they are discarded, but not until many a poor wretch has been judged and sentenced under them. Some sort of law, it is agreed, is necessary, even if but temporary, in order that the State may subsist in order and development.

If the disadvantage of a law is that, being made by man it is not infallible, its advantage is that its interpretation also depends on human nature. For persons authorised to interpret the laws are allowed to use the faculty of judgment. Thus, often the greatest wrongs are not done by the laws, but by the manner in which they are interpreted and applied. A judge has to take into his consideration many factors apart from the offence itself, and in the case of an habitual criminal, past offences are often quite likely taken into account. Again the character of the individual charged, the possibilities of his reform, the social "value" of the crime, and even the antecedents of the accused—all these often strengthen in one way or another the deliberations of the judge.

It may be argued that the judge, equally a human being, may allow himself to fall prey to that curse of weak natures, vulgar prejudice; but it must be allowed, on principle, that most judges feel their sacred duties to the State and their fellow-men, and resolve their minds in these difficult courses away from any but the highest planes of justice. If there is any injustice in the sentence inflicted upon Carnell it is in the fact that, additional upon his sentence, he has to suffer a penalty which may never be undergone by a prisoner at Home. In short, Carnell, who is a white man, is forced to do hard labour in a tropical heat for at least three or possibly four months of his sentence. We wish to emphasise that we have no sympathy for Carnell as an individual, and are merely selecting his case because it is a timely example.

In fact, it has for long been the opinion of most white men in tropical countries that no convicted person who was born in a temperate climate should suffer imprisonment, more especially hard labour, in a tropical climate. Public opinion out East is strongly opposed to this additional punishment, which is a cruelty inconsistent with the finer things of modern civilisation. If Lady Simon, who knows the East, would only turn her attention to this injustice of the white man to the white man, instead of seeking notoriety by persecuting so-called "slave traders" in China, she would earn the gratitude instead of the contempt of her fellow-countrymen and women.

People who offend the Criminal Law in a British Colony and are sentenced to hard labour should be sent to Britain to serve their term of imprisonment. Surely the horrible brutality of the French legal system, under which men are shipped like swine to Devil's Island, should be an object lesson to those who make and those who apply our Laws? There is a wonderful opportunity presented by the case of Bernard Joseph Carnell for the new Governor of this Colony to make some gesture to the authorities at Home whereby Carnell might be allowed to serve his sentence in Britain. The Press is, after all, only an organ of opinion and is powerless to act, but if this article should suggest to Sir William Peel some of the horror with which future generations will regard that man's sentence, we feel that it will not have been penned in vain.

News in Brief

Saturday being Empire Day, H.M. Ships will be dressed overall.

H.M.S. Vindictive will arrive here from Woosung to-morrow and will sail for the United Kingdom on Saturday.

Monday being the anniversary of H.M. the Queen's birthday, H.M. Ships will be dressed overall and a Royal Salute (21 guns) will be fired at noon.

While walking on the Island Road, near the Tytan reservoir at about 5 p.m. yesterday, on his way to Stanley, a Chinese was held up by three highwaymen who relieved him of \$4.85. The robbers, who were armed with paint scrapers, escaped.

The China Mail has just received a copy of the New York Central Line's calendar for 1930. A fine painting portrays the eastbound and westbound Centuries meeting at the New York Central's new terminal at Buffalo, New York. The painting is from the brush of Water C. Greene.

At 2 p.m. yesterday a Chinese woman named Chan Wai-wai was the victim of a sneak thief whilst she was walking in Caine Road, near Coronation Terrace. The rascal approached her from behind and snatched her handbag, which contained money and other property worth \$63. The thief escaped down Aberdeen Street.

In an attempt to obtain \$40 by falsely representing himself as "Lei Kel," a Chinese of Macao was at the Kowloon Magistracy this morning sent to jail for three months with hard labour. It was stated that he tried the letter trick on a schoolboy living at 466 Shanghai Street, but the latter's suspicions were too strong and the would-be swindler was arrested.

For a motive which is not apparent at present, a Chinese named Wong Yau (32), living at 5, Pilken Street, Yaumatei, was the victim of a murderous attack last night. He was attacked by six men on the new road at King's Park at the back of the Club de Recreio's football ground, and wounded several times in the abdomen. All six men escaped and Wong is now in the Kowloon Hospital, where his injuries are not considered serious. The C.I.D. have taken up investigation of the case.

CORRESPONDENCE

SNAKES WITH FEET.

(To the Editor of the "China Mail.")
Sir,—The article entitled "Snakes with Feet" in your issue of the 20th inst. interested me greatly as I had not heard of such reptiles until Mr. R. Bland, an officer serving under my orders at Lintin Station—Kowloon (Chinese) Customs—since deceased, sent me particulars of one which he killed there in May, 1916.

I enclose these particulars as they may interest your numerous readers.

Yours, etc.,
E. C. TREGILLUS.
Kowloon, May 22.

The letter sent by Mr. Bland to Mr. Tregillus, dated May 18, 1916, states:

In reply to your query about snakes, I have much pleasure in sending you some details. As the snake was so badly mutilated, I did not take the interest in him that I would have done had I got him intact. Having never seen a snake with legs, and I've seen hundreds of snakes, big and small, I naturally did not expect to find any on this one. When I found that he had legs, it was too late, as he was already broken in three pieces. At first I thought it was the legs of some animal he had swallowed, and to make sure I opened him up with a pen-knife and examined the legs. And to my great surprise they were his own, and the funny thing about it was that the gut or sinew that actuated the legs seemed to run through the body toward the tail. I traced it along for a foot or so and not coming on the end I gave it up, it probably went as far as the tail itself.

Particulars:—
The length of the snake, was 6 feet and the girth at the thickest part was 4 inches. It was coloured evenly with yellow and black stripes, about 3/4" wide. There were two teeth on the lower jaw, and no poison gland as far as I could find out with a pen-knife. The 2 lengths were 1 1/4 inches long, and there were five claws on each foot with nails on each, similar in appearance to that of a snake lizard, no bones in its legs or feet, but they were made of a kind of sinew, as a minor operation with the pen-knife showed that the legs were connected with the after part of the body, as the same sinew that formed the legs, formed part of the internal construction of the snake, and ran like a gut from the legs toward the tail end. It had a remarkable grip with its feet, even when 6 inches of its tail was broken off when trying to dislodge him from the rocks.

CHINA WAR.

(Continued from Page 1.)

the following day. The National troops have advanced as far as Moyang, 20 miles from Yencheng, on the Ping-Han line.

Yen Hsi-shan.
Shanghai, Tuesday.
Upon his arrival at Shihchi-chuang on May 19, Yen Hsi-shan immediately called an important military conference, with Generals Fu Tso-yi, Wang Ching-kuo, and Chang Yin-wu in attendance. It was decided that due to the repeated defeats

of their allies, the Shansi troops will constitute the main strength in the offensive on the Lung-Hai line. Yen himself is to remain at Shihchi-chuang to direct the general movements. Generals Chow Ta and Koo Yen-fa have been sent by Yen to interview Feng Yu-hsiang at Chengchow, to arrange a meeting place, concerning further plans in the present campaign.

Elimination of Ironsides.
Generals Chu Shao-liang and Chan Chai-tung, C.I.C. of the 6th and 8th Route Army respectively, have issued a joint circular telegram, declaring that with the elimination of the Ironsides and Kwangsi-ites and the conclusion of the Kwangsi military situation, they are, with the approval of the Central Government, on the eve of sending an expedition to the north, to participate in the campaign against Yen Hsi-shan and Feng Yu-hsiang, in order to strive for a permanent unification of the country.

A general reception under the auspices of the representatives of various local organs will be accorded to the victorious commanders, officers, and men returning from Kwangsi, at the recreation field of the Ching San University on May 22, commencing at 9 a.m. In the afternoon, a banquet will be given at the auditorium of the Party Headquarters to C.I.C. Chu Shao-liang, Chan Chai-tung and other naval and military officers above the rank of major. Chairman Chan Ming-shu has been elected chairman of the General Reception Committee.

Short-Term Military Bonds.
For the purpose of meeting the military expenses, it will be recalled that \$4,000,000 worth of short-term military bonds were issued some months ago, to be redeemed in two periods. The first period for the drawing of the bonds will take place on June 1, at the premises of the General Chamber of Commerce, according to the order of the Commissioner of Finance.

Molestation At Peking.
Tientsin, Tuesday.
Much excitement prevails in Peking, due to the searching of schools and shops and the arrest of many students by the garrison troops. Mayor Chang Yin-wu explained that the enforcement of such measure was necessary, on account of the activities of the Communists.

Kwangsi Rebel.
Canton, Yesterday.
A message received from General Liu Chin-shu of Hunan states that the remnants of the Kwangsi rebels, numbering three regiments under the command of Tang Seng-ming, have appeared at Yungning and Taohsien in Hunan, and that he has instructed Brigadier General Chen Kwong-chung to remain at Chuanchow, while on the other hand he has despatched two brigades to Yungchow to crush the retreating rebels.—Canton News Agency.

From Other Sources.
Shanghai, Yesterday.
A message from Hsuehchow states that Chiang Kai-shek has returned from Kweichow after an inspection of the captured city.
The Generalissimo's headquarters have issued a communique stating that as a result of continual aerial bombardment, the Kuomintang troops in Chengchow are training for Loyang. The Shantung forces have been instructed by Chiang Kai-shek to blockade the Yellow River where it leads from Honan to West Shantung, so as to cut off the rebels' communications in Honan.—Reuter.

Peking, Yesterday.
It is understood that some of Chang Fat-kwai's troops have reached Yungning and Taohsien. It is believed he intends to move along the western Hunan border towards Hupeh to attack Wuhan. He is reported to have asked and obtained General Ho Chien's permission before entering Hunan. The Hunanese troops which had been stationed on the Kweichow border have been ordered to withdraw towards Changsha in order to allow Chang Fat-kwai an unmolested passage.—Reuter.

Ten Years Ago

[From the "China Mail," May 22, 1920.]

To-day's dollar is worth 4/8 1/2.

We are interested by the statement that our retiring Harbour Master changed his name from Taylor to Tylor by "dead poll," about eight years ago. That would cost him something. The extra and apparently superfluous vowel need not have cost him a cent, for it is quite lawful for any man to spell his name as he likes.

A great many Hong Kong skip-pers have been glad recently to have the "unexpected" demands for vessels to take rush sugar cargoes to America. The tonnage going out has been greater than any ever seen here, but one who knows says that this is only a temporary affair.

TRAFFIC IN GIRLS.

Conviction of Man and Woman.

SERIOUS OFFENCES.

A case brought by the Secretary for Chinese Affairs under the Protection of Women and Girls Ordinance, was heard by Mr. A. W. G. H. Grantham yesterday afternoon. The accused were a Chinese and his wife who were charged with harbouring a girl under the age of 16. They also had to face separate charges as follows:—the male accused for committing a serious offence on the girl, and the woman for kidnapping the girl.

After evidence the Magistrate convicted both accused. The man was sentenced to terms of imprisonment totalling seven months' hard labour on the two charges against him. In the case of the woman, who was convicted of harbouring the girl, his Worship deferred sentence till Friday afternoon, when the hearing of further accusations against her will be proceeded with.

RED HORRORS.

Gruesome Story of Executions.

Hankow, April 10.—A Chinese who has got away from a communist-ridden district not far from Hankow tells a gruesome story of some executions which the Communists carried out.

The men sentenced were not killed outright, but a rope was loosely knotted round the neck of each. Two men took the loose ends of a rope, and one would yell, "Come to my house," at the same time jerking the prisoner in his direction. The other would reply, "No, come to me," and jerk the victim back. This would go on at intervals till life was all but extinct and then the Communists would pull simultaneously and finish the torture.

If ever the detailed story of these days is written, the reader will have more horrors than he can stand.

The Archbishop of York, speaking at the Classical Association at Hull, expressed concern at the decline of classical study, and said that the disease of Latin was a great calamity.

WORKER'S LAPSE.

Steals After 20 Years' Service.

"MENTALLY DERANGED!"

A Chinese worker at the Royal Naval Dockyard to-day pleaded "guilty" before Mr. R. E. Lindsell to a charge of theft of a quantity of lead which was found concealed on his person when he was searched at the dockyard gate when leaving work yesterday afternoon.

A Sergeant of the Dockyard Police told the Magistrate that the accused had had 20 years' service to his credit.

Magistrate (to accused): Are you mad?

The Interpreter translated the question and after the accused had said something he translated it thus: "I am mentally deranged."

Mr. Lindsell said that he was not surprised, as accused had thrown away 20 years' good work in acting the way he did.

Accused: I did not know what I was doing at the time!

His Worship said that that was nonsense. Such a statement only made matters worse for the accused.

A fine of \$25 or 14 days' hard labour was imposed.

HAUL OF ARMS.

On the Kowloon Railway Platform.

OWNER DISAPPEARS.

Detective Sergeant Kellet at the Kowloon Magistracy this morning applied before Mr. T. S. Whyte-Smith for the confiscation of arms, which consisted of 2 automatic pistols, 2 spare magazines, and 200 rounds of ammunition, all found on the platform of the Kowloon Station of the K.C.R.

It was stated that Mr. W. L. Chang, Chinese Customs Officer, brought the armament to the Station, after finding them in the false bottom of a box which had been left by a certain man on the platform.

This man, who was unknown, told the Customs Officer before his bags were searched not to look through them, because, if they damaged them, the searchers would be sued. However, during the search the man disappeared, and was not seen again!

The confiscation was granted by his Worship.

ROUND THE CINEMAS

Drama at the Queen's Theatre.

"THE LOCKED DOOR."

Strong drama, on more or less traditional lines, is the current attraction at the Queen's Theatre. The story of the "woman with a past" and the complications which ensue when the villain of the piece turns up to disturb her peaceful domesticity in later years is fairly familiar to film fans, but in this instance there is a freshness in the manner of handling the situations which maintains the interest throughout.

The principal characters, Rod La Rocque, Barbara Stanwick, William Boyd, and Betty Bronson, can be heard quite distinctly, and the dialogue has that "pop" and action which is always a distinctive feature of films of this kind. The producer is to be complimented on getting his cast to play in exactly the right key, and there is at no time any suggestion of forcing the action—the story moving along in an entirely natural and convincing manner.

Incidentally, there is a most realistically staged fight between the principal male characters prior to the inevitable murder or near-murder. One is left wondering, however, if American detectives ever remove their hats, even in the presence of ladies. Any producer in search of a novel myth with advantage have Mr. Carrigan or Costigan enter the picture minus his headgear. But then, of course, he might not be recognised!

The film was screened before a crowded house, who were evidently highly appreciative. Emphatically a picture to see—and enjoy!

"MARRIED IN HOLLYWOOD."

Marcel Silver one of Fox Movietone's ablest directors, was born at Bordeaux, France, October 4, 1891. He was educated at the Lycee Janson de Sailly, Paris. Started literary work at the age of 17, published novels and poems. Entering the French Army in August, 1914, he advanced to the flying service, (pursuit) and was appointed to staff of the Aerial Division. He was awarded the Croix de Guerre.

Newspaper work followed (motion picture critic), then he started to produce documentary pictures. In France he made "La Ronde de Nuit," a fourteen reel feature. Also

(Continued at foot of next Column.)

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL

Social Functions.

To-morrow—Tea and Dinner Dances at Peninsula Hotel, 5 and 8.30 p.m. respectively.

May 24—Repulse Bay Hotel Empire Day Carnival, 8.30 p.m.

May 30—H.K.V.D.C. dinner, Volunteer Headquarters, 8 p.m.

Entertainments.

To-day—Queen's Theatre, "Locked Door."

To-day—Star Theatre, "Wild Orchids."

To-day—World Theatre, "Girl on the Barge."

To-day—Majestic Theatre, "West of Broadway."

Sports

See Special Sports Diary on page 8.

Home Mails.

To-day—Inward from Europe via Suez (Ranpara).

To-morrow—Inward from Europe via Siberia (Mantua), from America and ports (President McKinley); Outward for Europe via Siberia (Ranpara), 8.30 a.m.

Lammers' Auction.

To-morrow—At Sales Room, Duddell Street, valuable postage stamps.

Meetings.

To-day—Mid-Levels Residents' Association, Messrs Shewan Tomes Board room, St. George's Building, 5.30 p.m.

May 30—Union Insurance Society of Canton, Ltd., 11 a.m.; China Fire Insurance Co., Ltd., 11.15 a.m.; British Traders' Insurance Co., Ltd., 11.20 a.m. respectively.

BAND CONCERT.

Enjoyable Evening in Kowloon.

The band of the 2nd Battalion, Argyll and Sutherland Highlanders, gave the first of a series of band concerts in Kowloon last night. The Kowloon Football Club ground had been kindly lent for the occasion, and quite a large crowd gathered to hear the excellent programme, in which popular and "classical" music was skilfully mingled.

Mr. C. S. Beat, A.R.C.M., conducted the band, and the audience were so appreciative that a number of encores were given. A novelty during the evening was an item by combined pipes and band, which was especially well received.

Judging by the attendance last night, the innovation seems assured of success.

SHELL TRANSPORT & TRADING.

The following telegram has been received by the Chartered Bank of India, Australia and China from its Head Office in London:—

Shell Transport & Trading Co. Ltd., declared dividend at the rate of 3/- per share free of Income Tax, payable on July 8. Bearer Coupon to be presented No. 56.

made "L. Horloge" and "Nocturne," with Raquel Meller.

Since that time Silver has made many Fox Movietone subjects. Among these were Charles (Chic) Sales's comedy vehicle, "They're Coming to Get Me," and the first sound picture in which the story is told in its entirety by music, "The Hut," with Nina Tarasova.

His latest effort, "Married in Hollywood," the first Viennese musical romance brought to the sound screen, with music by Oscar Straus, featured J. Harold Murray and Norma Terris. It opens on Sunday at the Queen's Theatre.

"WEST OF BROADWAY"

The teaching of golf to a bunch of playful, bow-legged cowboys is an interesting feature of the story of Priscilla Dean's new Metropolitan picture, "West of Broadway," now showing at the Majestic Theatre, Kowloon. The scene is laid in the "wild and woolly West," where men have peculiar ideas about women, and their slogan for their Club is "No women allowed."

The woman-hater (Arnold Gray) sends to an Eastern Club for a golfing instructor. Several weeks later Priscilla Dean rides into town, masquerading in golf knickers and top coat, and then the fun begins.

The Club members think she is a nice looking young man and they plan an elaborate dinner in honour of their instructor. See how the instructor was discovered to be a girl and imagine the subsequent confusion!

See how a woman-hater may be converted and how Priscilla taught him a lesson by pretending friendship with Bad Willie, the leader of the cattle thieves. She learns that he plans a final round-up, and brings about the capture of the bandit gang.

Arnold Gray, Majel Coleman, Walter Long, and William Austin play notable parts.

NEW ADVERTISEMENTS.

THE BRITISH LEGION (Hong Kong & China Branch.)

THE 9TH ANNUAL GENERAL MEETING will be held at 5.15 p.m. on THURSDAY, 29th May, 1930, in the Board Room of Messrs. Jardine, Matheson & Co., Ltd.

BUSINESS: To receive the Report and Accounts for the year 1929. To elect officers.

H. SPICER, Hon. Secretary, Hong Kong, 22nd May, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED. From MIDDLESBRO', LONDON, STRAITS AND MANILA.

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Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent. All claims against the steamer must be presented to the Underinsured on or before the 12th June, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents, Hong Kong, 22nd May, 1930.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

6-6.30 p.m.—Auntie Letty and Auntie Joy will entertain the Children.

6.30-8 p.m.—Programme of Victor Records:—

"Zampa"—Overture (Herold), Victor Symphony Orchestra, Direction of Nathaniel Shilkret.

"I'm Falling in Love with Someone" (Rida Johnson Young-Victor Herbert).

"Moonbeams" (Henry Blossom-Victor Herbert) ... Richard Crooks, Tenor with Orchestra.

"In a Monastery Garden" (Ketelbey).

"In a Persian Market" (Ketelbey).

Reginald Foort, Wurlitzer Organ.

"The Hat My Father Wore Upon St. Patrick's Day" (William Jerome-J. Schwartz).

"When Irish Eyes are Smiling" (Olcott-Graff, Jr.-Ball), Colin O'More, Irish Tenor with Orchestra.

"Sleepy Valley" (Andrew B. Sterling-James F. Hanley).

"I'm Just a Vagabond Lover" (Rudy Vallee-Leon Zimmerman), (Rudy Vallee-Leon Zimmerman).

"Beau Soir" (Paul, Bourget-Claude Debussy).

"Clair de Lune" (Paul Verlaaine-Joseph Szule, Op. 35, No. 1), Mary Garden, Soprano with Piano.

"On the Banks of the Danube" (John Kurucz).

John Kurucz, Piano Solo.

"Falstaff—Sul Fil D'un Soffio Ebbeso" (Verdi).

"La Sonnambula—Ahi Non Credea Mirarti" (Bellini), Toti Dal Monte, Soprano.

"Gems from 'The Mikado'" (Gilbert & Sullivan).

Victor Light Opera Company.

"The Star & Stripes Forever" (John Philip Sousa).

"El Capitan—March" (John Philip Sousa).

Leopold Stokowski and Philadelphia Orchestra.

"It All Depends on You" (De-Sylvia-Brown-Henderson).

"I'm Looking for a Girl Named Mary" (Sam H. Stept).

Lewis James and Jesse Crawford, Tenor with Organ.

"Gems from 'Tales of Hoffman'" (Offenbach).

"Gems from 'Mignon'" (Thomas).

"Gems from Victor Opera Company."

"A Precious Little Thing Called Love" (Lou Davis-J. Fred Coots).

"Carolina Moon" (Benny Davis-Joe Burke).

8-10.30 p.m.—Chinese Programme.

9 p.m.—Weather Report.

10.30 p.m.—Close Down.

WORLD WIRELESS.

Service to Pass into Hands of League.

Geneva, Yesterday. M. Motta, on behalf of the Swiss Government, and Sir Eric Drummond, on behalf of the League of Nations, signed an agreement to establish a wireless service normally working under a Swiss Company, but passing exclusively to the hands of the League of Nations in case of emergency.

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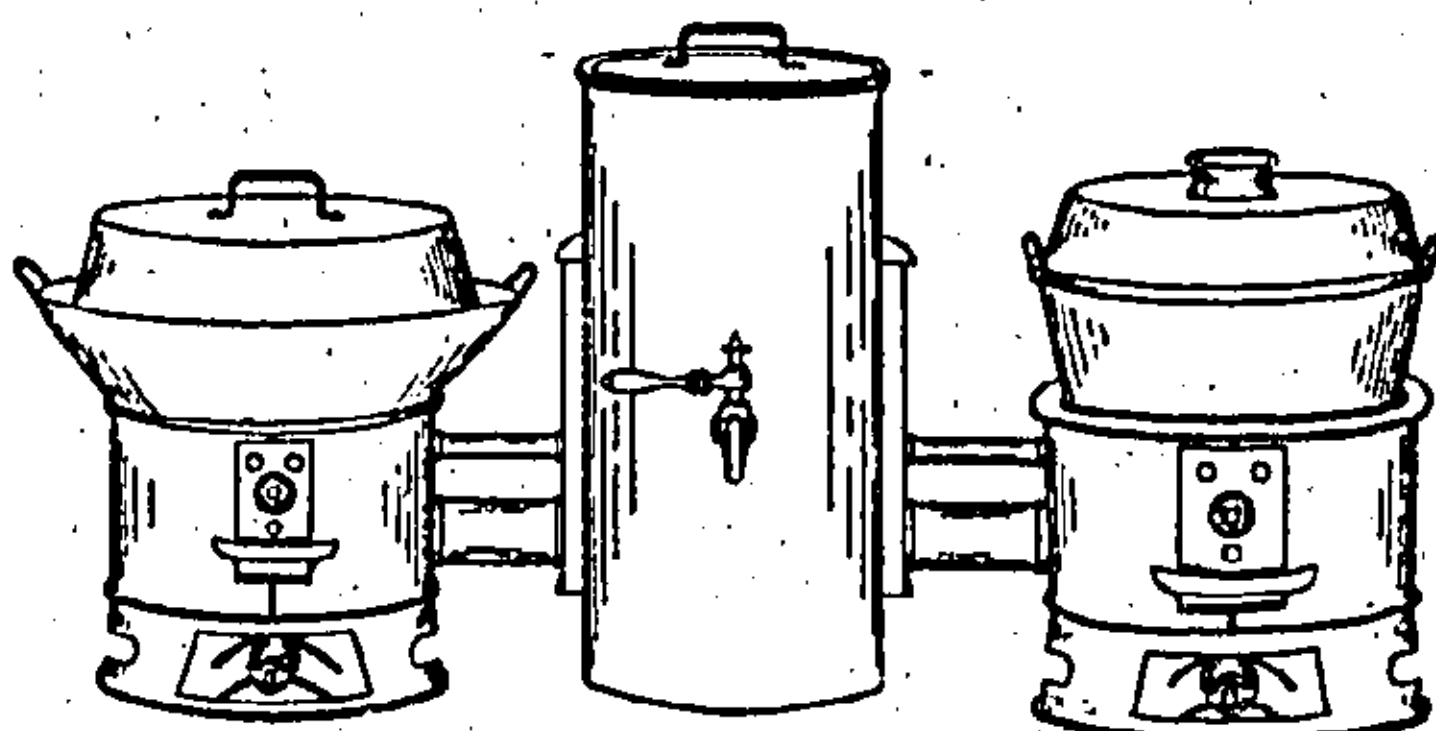
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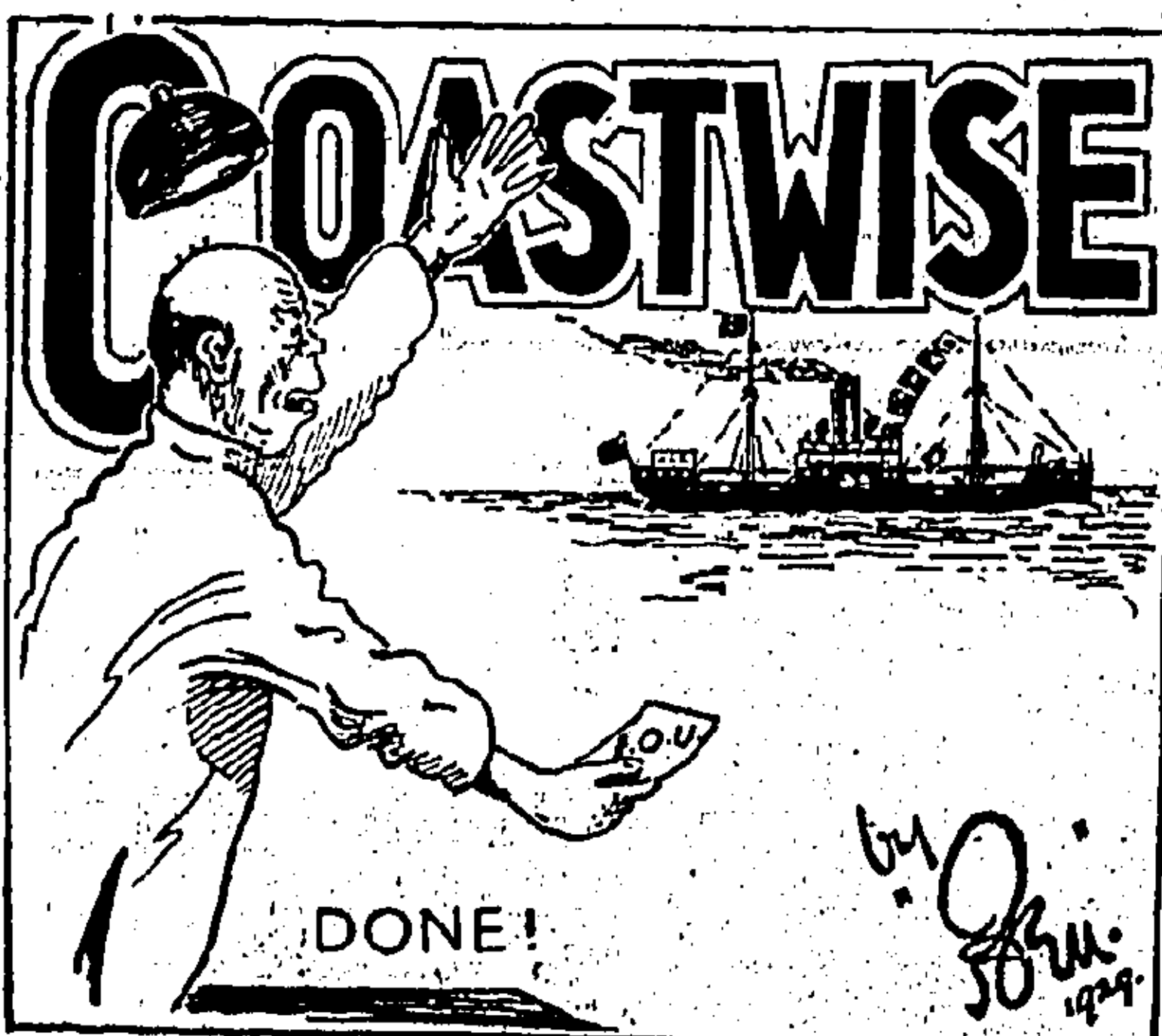
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Sport Columns

LAWN TENNIS.

Mid-Week Matches in the Leagues.

MIXED DOUBLES.

The following matches in the Tennis League were played yesterday:—

"B" DIVISION.

INDIAN R.C. v. K.C.C.

This match was played at Sookumpoo and resulted in a win for the home team by nine sets to nil.
J. S. A. Curreen and S. A. Hussain (I.R.C.):—
beat W. M. Gittins and A. T. Lee 6-3
beat F. B. Grose and J. Mackintosh 6-3
beat F. Hamby and L. Jack 6-2

A. H. Madar and S. A. Ismail (I.R.C.):—
beat W. M. Gittins and A. T. Lee 6-3
beat F. B. Grose and J. Mackintosh 6-4
beat F. Hamby and L. Jack 10-8

S. H. Ismail and A. A. Ramjahn (I.R.C.):—
beat W. M. Gittins and A. T. Lee 6-3
beat F. B. Grose and J. Mackintosh 6-4
beat F. Hamby and L. Jack 6-2

Y.M.C.A. v. C.R.C.

Playing on their own ground, the Y.M.C.A. lost to the C.R.C. by nine sets to nil.

Chow Mong-ping and Lo Mon-hin (C.R.C.):—
beat E. R. Price and T. J. Price 9-7
beat S. A. Gray and Keyserling 6-0
beat P. W. J. Planner and G. Panchen 6-4

Lau Fuk-ki and Chan Wing-king (C.R.C.):—
beat E. R. Price and T. J. Price 6-0
beat S. A. Gray and Keyserling 6-1
beat P. W. J. Planner and G. Panchen 6-3

Chui Chin-chiu and W. C. Hung (C.R.C.):—
beat E. R. Price and T. J. Price 6-4
beat S. A. Gray and Keyserling 6-1
beat P. W. J. Planner and G. Panchen 6-3

C.S.C.C. v. R.E.S.C.

Playing on the C.S.C.C. ground, the soldiers won by six sets to three, the scores being:—

J. Barrow and Macdougall (C.S.C.C.):—
lost to Col. Wyatt and Col. Skinner 4-6
lost to Major Tosh and Capt. de Linde 3-6
beat Major Kerriah and S/M. Atkinson 6-4

T. A. Bendall and F. W. Bradley (C.S.C.C.):—
lost to Col. Wyatt and Col. Skinner 2-6
beat Major Tosh and Capt. de Linde 6-4
lost to Major Kerriah and S/M. Atkinson 4-6

Dr. D. J. Valentine and J. Pengelly (C.S.C.C.):—
lost to Col. Wyatt and Col. Skinner 1-6
lost to Major Tosh and Capt. de Linde 7-9
beat Major Kerriah and S/M. Atkinson 6-4

NIPPON CLUB v. S.C.A.A.

On their own ground the Nippon Club was defeated by S.C.A.A. by six sets to three. Scores:—

Nomura and Suenaga (Nippon):—
lost to O. K. Lam and S. W. Pak 4-6
lost to T. W. Lee and S. C. Lam 7-9

Sakaji and Yoshikawa (Nippon):—
beat O. K. Lam and S. W. Pak 6-4
beat W. C. Li and S. W. Pak 6-1
lost to T. W. Lee and S. C. Lam 1-6

Makzato and Fujita (Nippon):—
lost to O. K. Lam and S. W. Pak 4-6
lost to W. C. Li and S. W. Pak 3-6
beat T. W. Lee and S. C. Lam 6-4

M.B.K. v. H.K.C.C.

The M.B.K. defeated the H.K.C.C. by five sets to four on their own ground. Scores:—
T. Imura and K. Mabuo (M.B.K.):—
lost to J. D. Humphreys and R. H. Wild 5-7
beat J. A. Summers and W. A. Nowers 6-0
lost to Dr. Ride and T. G. Bennett 1-6

T. Fujimori and S. Fukushima (M.B.K.):—
lost to J. D. Humphreys and R. H. Wild 2-6
beat J. A. Summers and W. A. Nowers 6-4
lost to Dr. Ride and T. G. Bennett 6-8

N. Hayano and T. Ema (M.B.K.):—
beat J. D. Humphreys and R. H. Wild 6-4
beat J. A. Summers and W. A. Nowers 6-4
beat Dr. Ride and T. G. Bennett 6-8

RECREIO v. UNIVERSITY

On their own ground the Club de Recreio defeated the University by six sets to three.

A. H. Barro and Remedios (Recreio):—
beat Khoo and Lion 8-6
beat Chin and Yeh 6-3
lost to Samy and Gutierrez 3-6

Barretto and A. V. Gosano (Recreio):—
lost to Khoo and Lion 8-8
beat Chin and Yeh 6-2
beat Samy and Gutierrez 6-2

A. Remedios and H. A. Noronha (Recreio):—
lost to Khoo and Lion 1-6
lost to Chin and Yeh 3-7
beat Samy and Gutierrez 6-3

C.C.C. v. U.S.R.C.

On the Craigengower Cricket Club ground the United Services Recreation Club won by five sets to four. Scores:—
W. J. Howard and G. Lia (C.C.C.):—
lost to Anderson and Herbert 3-6
lost to Grimble and Gould 3-6
beat Black and Keary 7-5

J. W. Leonard and Y. Hachiuma (C.C.C.):—
beat Anderson and Herbert 7-5
lost to Grimble and Gould 3-6
beat Black and Keary 7-5

A. Kitchell and A. B. Hanson (C.C.C.):—
lost to Anderson and Herbert 2-6
lost to Grimble and Gould 3-6
beat Black and Keary 6-1

Our Sports Diary

LOCAL

Lawn Tennis—Saturday—
"A" Division—H.K.C.C. v. M.B.K.; C.R.C. v. S.C.A.A.; K.C.C. v. I.R.C.; "B" Division—M.B.K. v. U.S.R.C.; H.K.C.C. v. Recreio; C.R.C. v. University T.C.; Nippon Club v. C.S.C.C.; European Y.M.C.A. v. S.C.A.A.; I.R.C. v. C.C.C.; R.E.S.C. v. K.C.C.; "C" Division—Filipino Club v. H.K.C.C.; S.C.A.A. v. C.S.C.C.; University T.C. v. Nippon Club; K.I.T.C. v. German T.C.; Recreio v. K.C.C.

Lawn Bowls—Saturday—1st Division—Kowloon B.G.C. v. C.S.C.C.; Craigengower C.C. v. Police R.C.; Recreio v. Kowloon Docks R.C.; Tai Koo R.C. v. Kowloon C.C.; 2nd Division—C.S.C.C. v. C.C.C.; H.K. Electric R.C. v. Tai Koo R.C.; Royal H.K.Y.C. v. Kowloon B.G.C.; Kowloon C.C. v. Recreio.

Football—June 30—Annual Meeting of Football Association.
Rifle Shooting—May 30—Distribution of Prizes, Volunteer Headquarters.
Hockey—Saturday—Radio Sports Club v. Engine Room, H.M.S. Hermes, Sookumpoo, 6 p.m.

Water Polo—June 2—Senior Division—Somerset v. Navy; Junior Division—Kowloon v. Heavy Battery.
June 4—Senior Division—R.A. v. V.R.C.; Junior Division—Somerset v. University.
June 6—Senior Division—Kowloon v. Chinese Athletic; Junior Division—Fukien Club v. V.R.C.

Racing—June 4—Half yearly General Meeting of Voting Members of Jockey Club, 5.30 p.m.

HOME

Golf—May 23-24—England v. Scotland, St. Andrew's.
May 26-31—Amateur Championship, St. Andrew's.
Cricket—May 31-June 3—Test Trial Match, England v. The Rest, Lord's.

"C" DIVISION.

C.R.C. v. K.I.T.C.

At Causeway Bay the home team scored a 9-0 victory. Scores:—
Lau Man-kwong and Tsui Wai-pui (C.R.C.):—
beat Dr. Lal and Firdos Khan 6-0
beat Feroz Ali and H. B. Mahan Singh 6-2
beat Jehan Dad and I. Singh 6-0
beat Kau-ko and Kwok Hing-sum (C.R.C.):—
beat Dr. Lal and Firdos Khan 6-0
beat Feroz Ali and H. B. Mahan Singh 6-0
beat Jehan Dad and I. Singh 6-2

H.K.C.C. v. S.C.A.A.

Playing at home, the Hong Kong C.C. won by seven sets to two. Scores:—
H. V. Parker and M. W. Turner (H.K.C.C.):—
beat Wong Fook-nam and Slow Kiu-sung 6-0
beat Chan Kam-hung and Chan Kam-moon 7-5
beat Ho Hin-kau and Lui Kwai-fan 6-4

G. E. R. Divett and G. H. Bradley (H.K.C.C.):—
beat Wong Fook-nam and Slow Kiu-sung 6-2
lost to Chan Kam-hung and Chan Kam-moon 0-6
beat Ho Hin-kau and Lui Kwai-fan 6-2

H. Nijhoff and A. N. Black (H.K.C.C.):—
beat Wong Fook-nam and Slow Kiu-sung 6-4
lost to Chan Kam-hung and Chan Kam-moon 4-6
beat Ho Hin-kau and Lui Kwai-fan 6-2

G.T.C. v. H.K.U.T.C.

At Pokfulam, the University won by seven sets to two.

Scores:—
L. de Silva and A. L. Tsai (University):—
beat R. Schmidt and E. Precht 6-3
beat O. May and O. Neidt 6-2
beat H. Boese and H. Schroter 6-1

P. P. Khoo and H. P. Khoo (University):—
lost to R. Schmidt and E. Precht 2-6
beat O. May and O. Neidt 6-4
beat H. Boese and H. Schroter 6-2

Y. K. Ng and H. K. Khoo (University):—
beat R. Schmidt and E. Precht 6-4
lost to O. May and O. Neidt 4-6
beat H. Boese and H. Schroter 6-0

K.C.C. v. I.R.C.

On their own ground the K.C.C. lost to the I.R.C. by eight sets to one. Scores:—
W. Brown and G. C. Burnett (K.C.C.):—
beat N. B. Kitchell and J. S. Akker 6-2
lost to S. A. R. Bux and A. R. Minu 2-6
lost to D. Mohammed and O. Hoosen 3-6

G. Lee and N. A. E. Mackay (K.C.C.):—
lost to N. B. Kitchell and J. S. Akker 2-6
lost to S. A. R. Bux and A. R. Minu 1-6
lost to D. Mohammed and O. Hoosen 1-6

R. B. Jackson and F. J. Chubb (K.C.C.):—
lost to N. B. Kitchell and J. S. Akker 4-6
lost to S. A. R. Bux and A. R. Minu 3-6
lost to D. Mohammed and O. Hoosen 8-10

MIXED DOUBLES.

K.C.C. v. I.R.C.

Playing on their own ground the Kowloon C.C. defeated the Ladies R.C. by seven sets to two. Scores:—
K. Bodiker and Mrs. Sayer (K.C.C.):—
beat A. D. Humphreys and Mrs. Etherington 6-4
beat H. J. Armstrong and Mrs. Blaise 7-5
beat T. C. Monaghan and Miss Rudge 8-6

T. Lay and Mrs. Hamby (K.C.C.):—
beat A. D. Humphreys and Mrs. Etherington 6-3
lost to H. J. Armstrong and Mrs. Blaise 3-6
beat T. C. Monaghan and Miss Rudge 6-2

E. Guest and Mrs. Kew (K.C.C.):—
lost to A. D. Humphreys and Mrs. Etherington 3-6
beat H. J. Armstrong and Mrs. Blaise 6-4
beat T. C. Monaghan and Miss Rudge 7-6

LEAGUE TABLES.

The positions of the teams up to date, are:—

"A" Division.
P. W. L. Pts.
Indian R.C. 2 2 0 2
Chinese R.C. 1 1 0 1
Hong Kong C.C. 2 1 1 1
M.B.K. 1 0 1 0
South China A.A. 2 0 2 0
Kowloon C.C. 0 0 0 0

"B" Division.
P. W. L. Pts.
Chinese R.C. 4 0 4 0
Indian R.C. 3 0 3 0
R.E. Sports Club 3 0 3 0
Club de Recreio 3 2 1 2
Craigengower C.C. 3 2 1 2
United Services R.C. 4 2 2 2
Hong Kong C.C. 3 1 2 1
South China A.A. 3 1 2 1
Kowloon C.C. 3 1 2 1
M.B.K. 3 1 2 1
Civil Service C.C. 4 1 3 1
University 4 1 3 1
Nippon Club 4 1 3 1
European Y.M.C.A. 4 0 4 0

"C" Division.
P. W. L. Pts.
Chinese R.C. 4 0 4 0
University 3 0 3 0
Indian R.C. 2 2 0 2
South China A.A. 3 2 1 2
Hong Kong C.C. 3 2 1 2
Kowloon C.C. 3 2 1 2
Club de Recreio 3 1 2 1
Civil Service C.C. 3 1 2 1
Nippon Club 3 0 3 0
Kowloon C.C. 3 0 3 0
German T.C. 4 0 4 0

WATER POLO.

Fixtures for the New Season.

The following are the fixtures for the first round of the Water Polo League at the V.R.C.:—
Senior Division.
June 2—Somerset v. Navy.
June 4—R.A. v. V.R.C.
June 6—Kowloon v. C. Athletic.
Bye C.C.C.

Junior Division.
June 2—Kowloon v. Heavy Battery.
June 4—Somerset v. University.
June 6—Fukien Club v. V.R.C.

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DECLARING RUNNER

Proposed Amendment to Irish Racing Rules.

Although no official announcement has been published of the proceedings at the meeting of the Turf Club at Dublin, the correspondent of the Sporting Life was informed during mail week that the club has altered its rule regarding the time for the declaration of runners for races.

The club's first proposal was that runners need not be declared until three-quarters of an hour before the time set for the start of a race, but this has been amended to read that intended runners at meetings

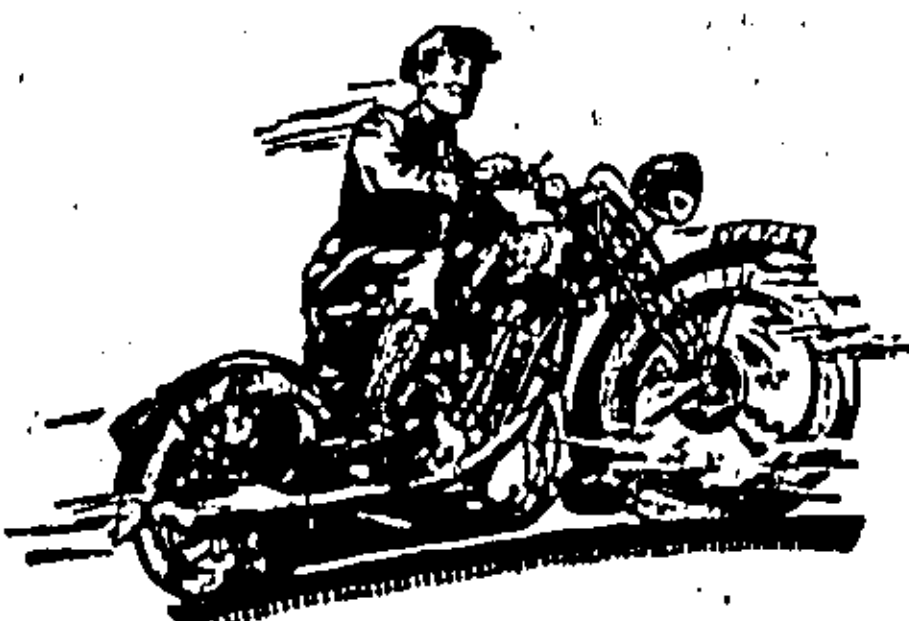
where the pari-mutuel or tote is in operation shall be officially made known the day before racing.

The Board of Control for mechanical betting pointed out to the Turf Club that that innovation was a present-day requirement, and the board quoted the frequent reference by many racing journalists to the necessity for giving such information to the public.

Some few years ago the Turf Club introduced an order that Clerks of Courses should be acquainted with the names of intended runners the day before meetings, but some owners and trainers pointed out that the rules of racing laid down that runners need not be declared until fifteen minutes before a race was appointed to be started.

MOTORISTS—THIS IS YOUR PAGE

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CAR ECONOMIES.

Popularity of Sleeve Valve Engine.

Nearly fifteen years ago, John N. Willys, at that time president of The Willys-Overland Company, returned from Europe with a licence for his company to manufacture motor cars employing the Knight double sleeve valve engine. Little was known of the sleeve valve engine in America then although it was the inventive genius of Charles Y. Knight, of Chicago, which developed this power plant.

Shortly thereafter the Willys-Overland Company, after making exhaustive tests and experiments, launched into the production of motor cars using the new sleeve valve engine. From the start, the Willys-Knight valve engine won a position in American motordom.

Even before the advent of the sleeve valve engine in America, it had been adopted in Britain and other European countries and proved highly successful, being employed in such cars as the Daimler, Mercedes, Panhard, Levasor, Peugeot and others whose names are internationally famous. It is notable that this type of engine has for years maintained its outstanding position among the quality cars of Europe where it is regarded as the ideal type of automobile engine.

Year after year, since the production of the first Willys-Knight, the sleeve valve engine has been improved. Because of the high type of craftsmanship required in the building of this motor and the quality of materials that went into its structure, the cost at first was greater than for most cars in its class. However, the Willys-Overland Company, through manufacturing economies, has gradually reduced the production cost and passed this saving on to the retail buyer in the form of Knight powered cars at lower prices. It seems paradoxical that while manufacturing costs were being reduced the quality of the cars was materially improved, the climax being reached in the 1930 presentation of the new Willys-Knight Six and the Willys-Knight Standard Six lines.

Not alone are these two lines of Knight engined sixes characterised by the highest development ever reached in the sleeve valve engines that give them power, but the new low prices at which they are presented materially widen the field of buyers and place Willys-Knight cars within the reach of hundreds of thousands of new prospects.

Perhaps the most notable advance in the Knight engined field is the development of the new Great Six motor which produces 87 horsepower, and is designated by Willys-Overland as the most powerful engine ever built by the company in its more than 22 years' existence.

The great power achievement of the new Great Six engine, however, is no more striking than the design of the various models which are outstanding in the fine car field. They establish a new conception of motor car beauty which fully meets all the luxury demands of the critical buyer who seeks to have a motor car that reflects his own personality.

With the Willys-Knight Standard Six presented in a new low price high standard of car beauty and range, yet maintaining the same performance, executives of Willys-Overland are confident that it will prove the most popular low priced Willys-Knight model ever offered.

KAYE DON'S RETURN.

"Silver Bullet" Was Never Fully Tested.

London, April 28. Kaye Don arrived at Southampton to-day genial and smiling, after his ill-luck at Daytona.

He told Reuters:

"Conditions were terrible.

"The Silver Bullet was never fully tested, because I was driving through water half the time."

He emphasised that there was

no friction between himself and the authorities at Daytona.

He added that he intended to return to Daytona in December.

TEST YOUR EYES.

Colour Blindness Is a Handicap.

Already there have been cases of mistakes made by motorists who did not understand the working of the amber, red and green traffic control lights. It is curious that among all the ill-informed criticism directed against motorists little attention has been paid to bad eyesight, which undoubtedly, is responsible for a number of accidents. It has been stated that out of every ten persons who regard their vision as normal, at least two should be wearing glasses!

Colour blindness is far more prevalent than is generally realised and, with the advent of coloured signal lights, will form a problem which is already receiving serious attention in America. There is one case on record of a colour-blind car driver who, accustomed to the signal lights of his own town, used to drive in perfect safety. Then he went to the theatre in a neighbouring town, and seeing a light where the green should have been, drove straight into a petrol lorry. The position of the lights was different.

I think it is inevitable that motorists will eventually have to undergo some sort of eyesight examination before being granted a licence. Probably not one man in a thousand has heard of "tunnel vision," yet here is a defect which may cause difficulty at any one of the scores of cross-roads in a fifty-mile journey.

A driver with normal eyesight can see an object at nearly ninety degrees from the straight line of vision, especially if that object be a moving one; but the man with tunnel vision is limited to an area approximately forty-five degrees on either side of the straight line. Thus there is a blacked-out strip of forty-five degrees on either side, a darkness from which a vehicle or pedestrian may suddenly emerge.

Short and long sight may be corrected easily enough, though it is always an added handicap to wear glasses when peering through a rain splashed windscreen. But for tunnel vision, apparently, there is no cure save crawling along at a speed which makes it possible to stop literally within a car's length. Drivers of railway engines are examined periodically for their eyesight; and in course of time it may appear even more desirable for motorists to be similarly treated. In the event of an accident they would, at all events, be clear of blame in that they had done their utmost to prove their capability to drive.—R. G. G. in The Autocar.

ROAD RACING.

Future of Motor Sport at Home.

"Considerable light was shed," says The Light Car and Cyclecar, "upon the feelings toward motor sport which are held by our legislators when the clause in the Road Traffic Bill dealing with the prohibition of motor racing and speed trials on the roads was discussed by the Standing Committee on the Bill.

Dr. Salter proposed that what are known as reliability trials should be included specifically in the clause on account of the fact that complaints had been received from people living in towns and villages through which night runs are held.

Mr. Morrison, the Minister of Transport, agreed that there was a grievance in that particular connection but asked for a withdrawal of the amendment on the understanding that he would give his attention to the matter with a view to exercising some control. He gave the impression that he admitted the reasonableness of permitting such events to continue.

"In connection with road racing, however, Mr. Morrison was a great deal less sympathetic. He said that he felt that public sentiment as a whole would be against road racing and that in his opinion such events should be organised on private roads or tracks constructed for the purpose. The fact that Sir Kenyon Vaughan-Morgan's amendment to permit authorised races was rejected by 18 votes to 8 makes it clear that before we see a road race in Britain an entirely new outlook will have to be established in Westminster."

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 58228.

FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

Vacuum Oil Company

Now A STRAIGHT 8 BY De SOTO

PRICED SENSATIONALLY LOW

The new Chrysler-built De Soto Straight Eight marks the fulfillment of an ideal to which Chrysler Motors engineers have given three years of unabating effort. They have created a car capable of carrying into the field of straight eights every Chrysler tradition of quality, beauty, comfort, safety, economy and performance—at a price well below that at which any straight eight worthy of comparison has ever been offered. The public will be quick to recognise in the new De Soto Straight Eight a motor car easily capable of attaining as sensational a success as that registered by its companion car—the now famous De Soto Six, largest selling first-year car in history.



CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

MR. FORD KEEPS FIT.**Motor Magnate's Quest of Youth.**

"Keep active, and you will keep young," Henry Ford, the 66-year-old motor millionaire, himself as full of energy as a young man; and in the above words he told a Press representative recently "how it is done," during an interview at his winter estate on the Caloosahatchee River.

Mr. Ford named his favourite modes of leisure exercise, presumably in their order of preference. They are:—Walking, Running, Wood-chopping and Dancing.

Indoors, Mr. Ford spends hours daily experimenting with the various parts of his motor-car, which he is constantly trying to improve.

"There is nothing like keeping alive in mind and body," he said. "My health is always just as I treat myself."

"If I over-eat, or eat the wrong things, or dine late at night, I pay the price."

Diet—But Not "Dieting."
"I am not on a diet, but I am experimenting with diet. I try to eat carefully, sparingly and regularly."

"I do not think it is a good idea to mix your food. I advise one all-fruit meal, one all-potato meal, and one all-starch meal as a well-balanced diet for a day."

"There is no reason a man should not live to be 100 if he is temperate, and keeps at work, and if in his heart he is striving to benefit mankind."

Mr. Ford's early walk starts usually when "morning" is at 7 and the hillside's dew-pearled."

He varies the monotony of the morning "hike" by breaking into an occasional run.

Before noon a little vigorous wood-chopping is good for the muscles.

\$16,000,000 PROFIT.**After \$14,000,000 Loss in Previous Year.**

The balance sheet of the Ford Motor Company for 1929 reveals a profit of more than \$16,000,000. In 1928 the loss exceeded \$14,000,000, the extraordinary difference being due, it is understood, to the success of the new models.

The cost of altering the Ford plant explains the debit balance sheet of the previous year.

The Ford Company is privately owned, but under Massachusetts law all companies doing business in that State must file a balance sheet, although a detailed statement is not required.

The company's 172,645 shares are all held by Mr. Ford and his son Edsel.

TYRE MANUFACTURE**Heavy Demand for Rubber Now Certain.**

In the current quarter, America, still the predominant user of rubber, enters upon the time of the most concentrated consumption. Deliveries of tyres during this period of 1929 amounted to 23 millions, which created a record, all the more remarkable as the monthly deliveries during October, 1928, to March, 1929, had been very extensive, amounting to a total of 41 millions.

How completely different appear the preliminaries of this year's season, state Messrs. Blecher Bk and Co., a leading firm in the London rubber market. Deliveries of tyres after the collapse in Wall Street dropped during October-December, 1929, to a total of 11 millions. January-March shows some improvement, but the aggregate for the six months will hardly exceed 24 millions. Assuming that car production from October, 1929, to June, 1930, will suffer a 25 per cent. decline against the same period a year ago (when four million cars were manufactured), equipment orders this season may require about five million tyres less, but this would still leave the enormous total of 35 million tyres to be wanted and manufactured during April-June for replacements.

It may be argued that the financial disturbance in America subdued the running of cars; this is not so; petrol consumption during October-December, 1929, totalled 991 million barrels, against 88 million barrels in 1928.

Messrs. Sanderson and Co. in their report state: "It is generally predicted that 1930 will be a good replacement year for tyres, and if expectations are realised this may coincide with the lighter shipments which should result from the effect of the tapping holiday. The East is still a reluctant seller, and the quantities offered are small. Consular figures for the week ended March 22 to New York are 9,844 tons."

TRAVEL IN COMFORT.**Avoid Congested Main Roads.**

"With the commencement of the second quarter of the year we have reached the period when at fine week-ends the maximum number of cars will be out on the roads. We may be sure of one thing," says The Motor, "and it is that the majority of the motorists will make their way to whatever destination they may desire to reach always by the main road. Thus will the majority deliberately contribute to the maximum of congestion, suffer discomforts and increase the risks of travel."

"It is difficult to account for this slavish and determined adherence to the main road. To-day there are few very bad roads anywhere, and certainly, so far as the secondary roads are concerned, they are often in better condition than the A1 roads, for the simple reason that the bulk of the heavier traffic uses the latter. There is another thing about the second-class roads which has to be borne in mind. In many maps they are indicated by single thin lines, which no doubt causes the map-reading motorist to believe they must of necessity be indifferent. The fact is, however, that in quite a number of cases these secondary roads have been greatly improved—in some places widened and reconstructed—since the maps were produced."

"What is wanted to-day is a spreading out of vehicles over a greater area of highway so as to relieve the uncomfortable and often dangerous congestion on the main roads. In this nothing is needed by way of adventure, for, as we have stated, the secondary roads are, generally speaking, good and sometimes even better than the main highways."

12-TON PETROL LOCO

Well Suited to Heavy Work.

The utility of the internal-combustion engine locomotive for short-distance work is so widely recognised that it is not surprising to find that it is being employed to an increasing extent, and a 12-ton petrol locomotive made by Messrs. James and Frederick Howard, Limited, Britannia Iron Works, Bedford, is well suited not only for heavy contractors' work, but for the shunting of waggons on main-line sidings. The standard gauge of 4 ft. 8½ in. is adopted, but the frame and axles can be made to suit any gauge up to 5 ft. 6 in. The engine, at a normal speed of 1,250 r.p.m., develops 61 brake horse-power. The torque is transmitted through a three-speed gearbox, which gives speeds of 3.24, 7.1 and 11.15 m.p.h., the gross loads hauled on the level at these speeds being 298 tons, 128 tons, and 77 tons, respectively, the adhesion being taken at 520 lb. per ton and the rolling resistance at 20 lb. per ton. These are for normal working conditions, but, in favourable circumstances, the loads may be somewhat exceeded, or if less loads are hauled the speeds may be increased by 25 per cent. by accelerating the engine. On gradients of 1 in 30, the gross loads hauled at the three speeds stated above are, respectively, 53 tons, 17 tons and 7 tons.

The engine, radiator and gear-box are carried as a self-contained unit on a built-up rolled-steel frame, which is securely riveted together and attached to the main frame. This latter is constructed entirely of rolled-steel members. A brake is fitted to each of the four wheels, and is operated by a handwheel and screw gear. Sanding gear is also provided for all the wheels. The fuel tank is situated in the cab, above and in front of the gear-box. The fuel is supplied to the carburettor by gravity feed. All the hand controls, viz., those for the accelerator, throttle valve and magneto, are arranged within easy reach of the driver. The running cost of the locomotive, it is stated, is just under one farthing per ton-mile, with petrol at 1s. 4d. per gallon. This figure includes interest on the capital cost, 10 per cent. depreciation, and insurance, as well as driver's wages, repairs and renewals, petrol, and engine and other lubricating oil. An actual running time of 44 hours per annum is assumed, loaded waggons being hauled for 25 hours per week, the remainder of the time being spent in hauling empty waggons, loading, unloading, etc. The maximum gradient is taken at 1 in 60, and the gross load 95 tons at an average speed of 9 m.p.h.—Engineering.

GOODS VEHICLES.

More Loading Restrictions Coming.

"Signs are not wanting that operators of goods-carrying vehicles will have to bear in mind the possibility of more restrictions being imposed upon vehicles loading and unloading in urban areas. In the Metropolis during recent months," states The Commercial Motor, "this problem has been tackled with considerable stringency in a fairly extensive area. Undoubtedly, owing to the ever-growing volume of traffic on the roads to-day, this lead will be followed in many other cities and towns within the next few years."

"Therefore it behoves purchasers of new vehicles to bear in mind the point that their machines should be so designed as to load and unload with the minimum of delay."

"Amongst the directions in which improvement may be made, the first concerns the loading of vehicles from the side as well as from the end. In many cases to-day it is necessary for the vehicle to be at right angles to the traffic stream when loading. Obviously, this causes unnecessary congestion, and side-loading may become essential in the not-far-distant future."

"Another point concerns the loading height of trailers. A great many of the burdens commonly carried upon trailers have to be lifted from ground level; the higher the lift the greater the cost and the longer the time taken to load. As most trailers have no mechanism between the axles which need interfere with the loading height, it should be possible materially to reduce the platform level. Obviously, this will not only assist indirectly in the minimization of traffic congestion, but will react favourably upon the user's operating costs."

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ANGLICISING FIAT.

On the occasion of introducing the 10-30 h.p. side-valve four-cylinder-engined model, Mr. D'Arcy R. Baker, the chairman of Fiat (England), Ltd., and his fellow-directors were able to show their guests the large new works that have been erected on Western Avenue, Acton, designed to be the headquarters of Fiat manufacturing, assembling, repairing and administrative enterprise in Britain. The building is now complete. It is expected that the bulk of the machinery will be installed in six weeks' time.

Every advantage of Fiat design and automobile engineering experience will be retained. The product itself is already considerably British, and it will become so to a greater extent with the lapse of time; precisely how much must inevitably depend upon the fiscal policy of Britain. In the meantime, it is plain that the scene is set for making the Fiat a British car while retaining all the connections with the Italian enterprise which can be gained. Engineer, Diego Soria, of the Parent command, says that the aim of the new enterprise is to achieve the maximum of efficiency with the minimum of effort.

A group of thirty-four skilled mechanics, a section of about 850 who will take charge of and instruct Russian people in modern American manufacturing methods and high-speed production, arrived at Southampton on April 26, in the White Star liner Olympic.

These experts have come from large plants in Detroit, and are going to Stalingrad, where a large tractor factory has just been built, and equipped with the latest American machinery.

Several other American engineers also came over by the

U.S. MOTOR EXPERTS.

34 For Tractor Works in Russia.

CHEAPER CARS.

Sequel to Retention of McKenna Duties.

Following Mr. Snowden's decision to retain the McKenna duties, the Hillman Motor-Car Company Ltd., Coventry, has decided to reduce the prices of Hillman cars from April 25 by amounts ranging from £39 to £50.

Making this announcement Colonel J. A. Gole, chairman of the company, said:

"We are able to do this because the retention of the duties gives us the greatest confidence in the future of the British motor industry. We are certain that trade in British cars will improve enormously, and we are, therefore, extending our works so that we shall be able to increase our output substantially, and thus produce in greater volume a range of quality cars at lower prices. The benefit of this organised policy is being passed on to the public immediately."

Colonel Gole added that during the past twelve months the Hillman Company had concentrated on Press advertising.

ROADS BARRED.**Rope and Timber Barriers.**

Residents in the neighbourhood of Biggin Hill, Kent, who have complained of the invasion of the neighbourhood by motor-cyclists, on April 27 tried to bar two roads, which are claimed to be private thoroughfares.

A rope was held across one road-way by eight men and a number of women, and a piece of timber was placed across the other road. The rope was broken, and in spite of protests a number of motor-cyclists passed along the road.

Miss Hosall, of Sunningdale-avenue, Biggin Hill, said:

"Many motor-cyclists come here during week-ends because the paths are hilly and the roads rough and uneven. They consider it a suitable place to hold what they call test runs. The local residents do not object to motor-cycling, but consider that tests and trials should be conducted on special roads and not in the heart of the peaceful countryside."

The local authorities and the motoring organisations are to be consulted.

BOY CYCLISTS.

Nearly 100 For Bucks Trial.

Nearly 100 schoolboys from public and secondary schools in all parts of Britain, including Eton, Marlborough, and the Royal Naval College, were started by Professor A. M. Low at Slough on April 26 on a motor-cycle trial over a course of seventy-three miles through Buckinghamshire.

The trial, which was organised by the North London Motor Club, was the third of an annual series. The object was to demonstrate that the modern motor-cycle is perfectly safe for the average boy to drive.

Professor Low, who has been vice-chairman of the Auto-Cycle Union for ten years and is chairman of the Royal Automobile Club motor-cycling committee, stated that nearly all the accidents on the road were due to lack of education.

"I think," he said, "that most people use the road with a mind suited to horse traffic and a machine suited to motor traffic. The only possible way to secure safety is to drive people into thinking in parts of a second instead of parts of a minute."

Kop Hill, a gruelling ascent near Chequers, was taken by most of the competitors with ease. Some of the boys were riding powerful machines, and all handled their cycles with remarkable ease.

Mr. Alan W. Day, the hon. secretary of the organising club, received a letter from Mr. P. J. Hannon, M.P., stating: "I hope very much that the result of the trial will demonstrate the absurdity of the proposal to raise the minimum age for motor-cyclists from 14 to 16."

Thirty motor-cyclists, including some crack riders, took part in the North-West 200 miles race over the triangular Port Stewart-Coleraine-Portrush road circuit on April 26.

The winner was G. E. Nott (Coventry) who repeated last year's victory on a Rudge Whitworth, at an average speed of 67.98 miles per hour, as compared with 66.93 last year. The fastest lap, a record for the course, was accomplished by H. G. Tyrell Smith, another Rudge rider from Coventry, with 74.1 m.p.h.

PILLION RIDING.

Severe Fifty Mile Course.

The efficiency of the modern motor-cycle was demonstrated at the fifth annual trial for motor-cyclists with pillion riders, organised by the Carshalton Motor-Cycle Club, on April 26.

The trial is over a fifty-mile course through Surrey and Kent. A hundred and eighty entrants, including three women, started from Sutton.

Hundreds of people assembled along the more gruelling parts of the course, which included a deep water splash at the bottom of Titsey Hill, followed by a climb up a steep bank. At another point of the course near Addington the riders had to struggle through mud almost a foot deep.

In spite of these difficulties, most of the machines won through and arrived at the scheduled time at the finishing point, Carshalton.

Mr. H. D. Weston, secretary of the club, stated that the first trial organised by the club five years ago was banned by the Auto-Cycle Union on the ground that it was dangerous. Nevertheless, the trial was held, and for four years has been sanctioned by the governing body. There has not been a single accident in the whole five trials.

DEPENDABLE

SERVICE

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OBTAINABLE AT ALL GARAGES UPON REQUEST.

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QUALITY so fine that half the world doesn't realize that Buick is priced so low!

It is an impressive fact that men and women are buying from two to five times as many new Buicks as any other car priced above \$1200.

Moreover, during August and September, Buick monopolized its market to such a degree that it won 41% of the total sales of the 15 makes of cars in its price class.

And yet this marked preference for Buick would be still greater if all motorists realized that they can buy six of the fourteen luxurious Buick body types for less than \$1300, f.o.b. factory.

These are Buicks through and through, embodying the full array of Buick quality features: Buick's new and surpassingly beautiful Bodies by Fisher; the famous Buick Valve-in-Head engine—most powerful engine of its size in the world; Buick's new Controlled Servo Enclosed Mechanical Brakes; the new Buick steering gear; new Road Shock Eliminator; and Buick's new, longer rear springs with Lovejoy Duo-draulic Shock Absorbers.

The new Buick, with these features, will introduce you to new and unequalled performance, driving ease, riding comfort and reliability on any day you put it to the test. And yet these six Buick models are offered at the price of cars which motorists never think of comparing with Buick!

THE DRAGON MOTOR CAR CO., LTD**33 WONG NEI CHUNG ROAD, HAPPY VALLEY.**

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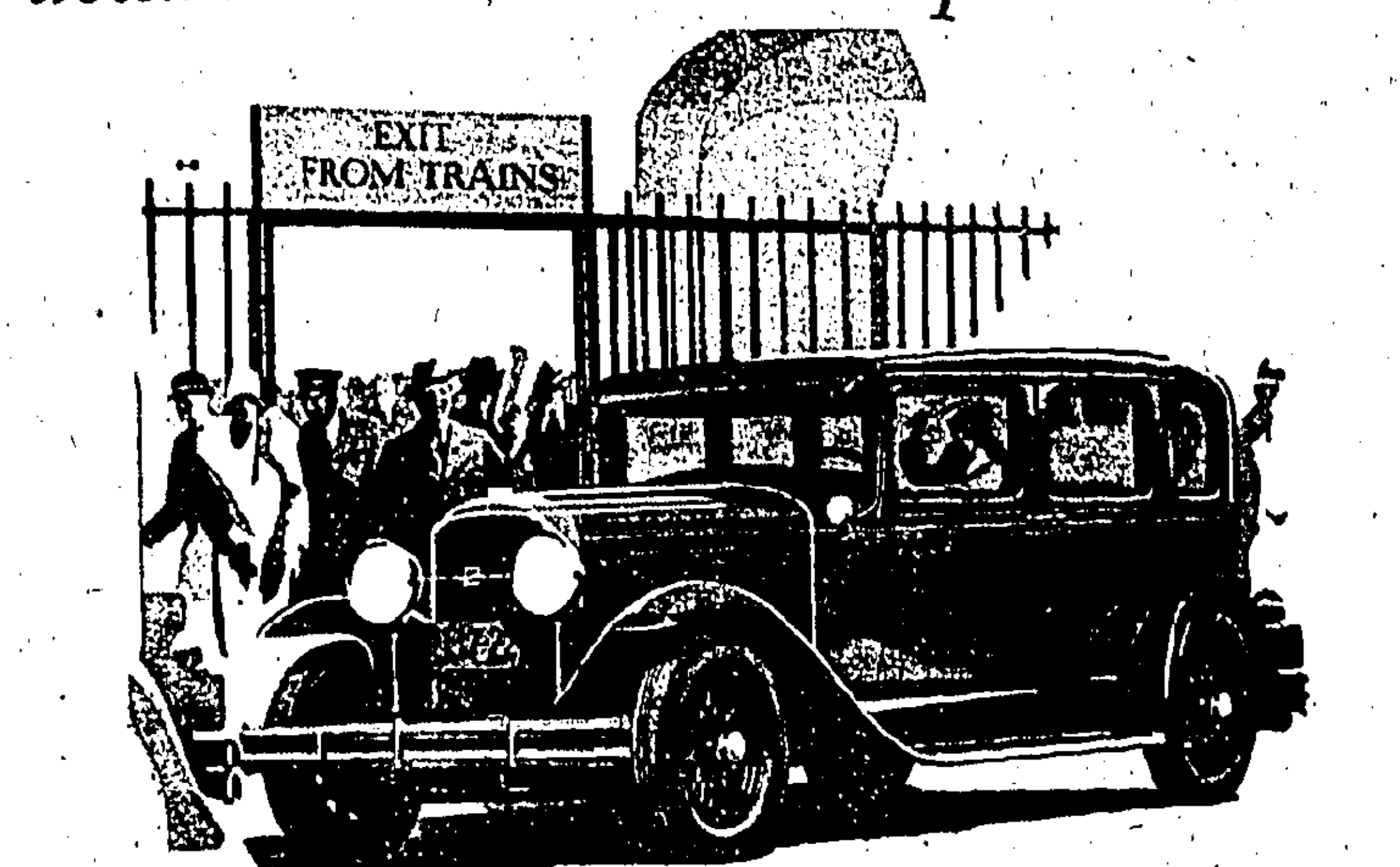
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Visit our showroom. Bring your present car. Learn how easily you can obtain one of these new Buicks. All are available on the extremely liberal General Motors time payment plan.

In addition to these lower priced models, Buick offers eight other distinguished body types, representing the ultimate in luxury, and priced from \$1465 to \$1995, f.o.b. factory.

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation
Canadian Franchise: McLaughlin-Buick, Oshawa, Ontario
Builders of Buick and Marquette Motor Cars

The New BUICK

114" W.B. Marquette Models . . . H.K.\$3,900 to H.K.\$4,250
118" W.B. Buick Models H.K.\$4,750 to H.K.\$5,130
124" W.B. Buick Models H.K.\$5,330 to H.K.\$6,015
132" W.B. Buick Models H.K.\$5,635 to H.K.\$7,640

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SEND IT HOME.
MENTAL TONIC
"OVERLAND CHINA MAIL"
CREAM OF THE WEEK'S NEWS
FREE ILLUSTRATED SUPPLEMENT.
25 Cents. 25 Cents.

The China Mail

Thursday, May 22, 1930.
Fourth Moon, 24th Day.

ESTABLISHED
1845

大英五月廿二號 禮拜四日
中華民國庚午年四月廿四日

HONG KONG, THURSDAY, MAY 22, 1930.

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LONDON SERVICE.
"PRINCE" Sails 26th May Marseilles, London, Hamburg
"ANTHONY" Sails 11th June Marseilles, London, Hamburg
† Calls at Casablanca.
LIVERPOOL SERVICE.
"IDOMENEUS" Sails 24th May at 4 p.m. Genoa, Havre, Liverpool & Glasgow
"TRUESDALE" Sails 20th June Genoa, Havre, Liverpool & Glasgow
† Calls at Algeiras.
NEW YORK SERVICE.
"TANTALUS" Sails 1st June For New York, Boston & Baltimore
PACIFIC SERVICE.
(via KOBE & YOKOHAMA.)
"PROTEUS" Sails 20th May Victoria, Vancouver & Seattle
"PACIFIC" Sails 19th June Victoria, Vancouver & Seattle
INWARD SERVICE.
"DEMOCLEUS" Due 26th May For Shanghai, Kobe & Yokohama
"HECTOR" Due 30th May For Shanghai, Kobe & Yokohama
PASSENGER SERVICE.
"ANTHONY" Sails 11th June at daylight For S'pore, Mar. & London
"HECTOR" Sails 10th July at daylight For S'pore, Mar. & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passenger rates and information apply to:
Butterfield & Swire,
Agents.

TELEPHONE CO.

Thefts from Premises
in Kowloon.

A SMART SENTENCE.

A Chinese who stole a length of piping from the compound of the new Telephone Building, in Nathan Road, was sentenced to six weeks' hard labour, at the Kowloon Magistracy this morning.

Mr. D. Tolan, of the Telephone Company, said that since they occupied the new premises there had been three burglaries, and a lot of window breaking at the stores. They had put an iron fence, 5 feet 6 inches, all round the compound to keep off pilferers, so what more could they do. He told his Worship that the articles kept there were all valuable, and asked the Magistrate to make an example of the accused so as to act as a deterrent against others.

EAST AFRICA.

Plans for a Closer Union.

GOVERNMENT ACTION.

Rugby, Yesterday.
The Under-Secretary for the Colonies, Dr. Drummond Shiels, said that it was proposed to present to Parliament on June 20 the conclusions of the Government regarding a closer union in East Africa. The Secretary for the Colonies would move in the House of Lords for the appointment of a joint committee of both Houses to consider the Government's proposal. —British Wireless Service.

INDIAN CONGRESS DOOMED?

GOVERNMENT URGED TO DECLARE IT UNLAWFUL.
REVOLUTIONARY BODY.

Simla, Yesterday.
Strong pressure is being brought on the Government to declare the entire Congress organisation unlawful because its programme of raiding salt works, picketing foreign cloth and liquor shops, boycotting foreign banking insurance, and advocating the non-payment of taxes, is definitely revolutionary and should be fought most drastically before chaos results.

More Arrests.

Later.
A message from Jhelum states that 35 prominent Nationalist leaders have been arrested after processionists who were on their way to the station to meet Pandit Malaviya refused to disperse. —Reuter.

Earlier Cables.

Bombay, Yesterday.
Three hundred unarmed and 50 armed police, under high officers, surrounded the Indian National Congress Headquarters at seven o'clock this morning. The raid is still going on at the time of cabling.

Later.

The raiding party have arrested all the office bearers of the Congress, including the President, Nariman.

Some Of Those Arrested.

Later.
The Congress House raid was of a most thorough nature. A large area around the building was strictly guarded by armed pickets. Those arrested include Choksey, vice-president of the Bombay Provincial Congress, the two secretaries and the treasurer of the Congress, the editor of the Congress (Continued at foot of next Column.)

BRITISH AIRSHIP.

New Engines Fitted to the R.100.

TRIAL FLIGHT BEGUN.

Rugby, Yesterday.
The Air Ministry's airship R.100 was taken from her shed at Cardington before dawn to-day and an hour and a half later she was safely locked down to the mooring mast. Major Scott was in charge of the operation, which was performed in favourable weather in a light northerly wind registering only four or five miles hourly. The R.100 left this evening for a trial flight, during which tests will be made of the new engines that have been fitted. The flight will probably last 12 or 14 hours. The passengers include the Under-Secretary for Air Mr. F. Montague. If the tests are satisfactory the vessel will be ready for her flight to Canada, the exact date of departure being determined by weather conditions. The outlook at present over the Atlantic is not regarded as favourable. —British Wireless Service.

FETED BY "REDS."

Sumptuous Banquet for Chinese Delegates.

CONFERENCE BEGUN.

Harbin, May 14.
Telegrams received here from Moscow state that the official Soviet organs have published articles of greeting to the Chinese delegation to the Sino-Russian conference, all of the articles emphasising the importance of the conference. Much attention is being paid to the head of the Chinese delegation, Mr. Mo Teh-hui. Some twelve sumptuous banquets have been arranged for the Chinese delegation by the Commissariat of Foreign Affairs, and the entire first week of the Chinese delegation's presence in Moscow has been reserved for official receptions and visits. The actual conference is not expected to begin before May 20. —Canton News Agency.

[It is ironical to note, in view of the above, that a message from the Canton News Agency a few weeks ago stated that the Chinese delegates to the Conference arrived in Moscow with cartloads of their own food and provisions.]

Bulletin, and two members of the "war council." All the arrests were made under Section 144 of the Criminal Procedure Code, banning the publication of the Bombay Congress Bulletin.

Numerous documents were also seized. Fourteen persons were injured and sent to hospital when the police dispersed a crowd who were following a lorry containing seized documents. —Reuter.

Dharasana, Yesterday.
Mrs. Naidu has been arrested.

Further Arrests.
Dharasana, later.

Gandhi's son, Manilal Gandhi, Gandhi's secretary, Pyarelal, and the Moslem Imam, Sahab of Bawar, who co-operated with Gandhi in the latter's civil resistance campaign in South Africa, were also arrested.

The arrests followed a raid of 2,000 volunteers on the salt depot, in which 100 volunteers were injured when the police charged the mob with their lathis.

The ex-president of the Legislative Assembly, Mr. Patel, has arrived at Dharasana to lead the salt raiders in view of the arrest of the leaders. —Reuter.

Bombay, Yesterday.
Ninety-five volunteers were arrested at Wadala on their arrival there to participate in a raid on the Salt Depot. —Reuter.

Bombay, Yesterday.
Hundreds of depositors besieged the Indian-owned Bank of India, eager to withdraw funds and close their accounts.

The excitement was due to a report that the bank's manager, Mr. A. G. Gray, had participated in the Auxiliary Force operations against the Congress leaders, which Mr. Gray emphatically denied. —Reuter.

POST OFFICE NOTICE.

PUBLIC HOLIDAY.

On Saturday, the 24th inst., the G.P.O. will be open from 8 a.m. to 10.30 a.m. and the Branch Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sunday and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

INWARD MAILS

From	THURSDAY, MAY 22	Per
Australia and Manila		Tango Maru.
FRIDAY, MAY 23		
Japan, Shanghai and Europe via Siberia		Mantua
(London, May 2)		Tilawa
Amoy		President McKinley
U.S.A. (Seattle May 3), Canada, Japan and Shanghai		Shantung
SATURDAY, MAY 24		
Shanghai and Swatow		Tijbadak
SUNDAY, MAY 25		
Shanghai and Amoy		Takada
MONDAY, MAY 26		
Calcutta and Straits		Empress of Russia
Canada (Vancouver, B.C., May 3), U.S.A., Japan and Shanghai		President Taft
Manila		Tenyo Maru
WEDNESDAY, MAY 28		
U.S.A. (San Francisco, May 3), Honolulu, Japan and Shanghai		

OUTWARD MAILS

For	THURSDAY, MAY 22	Per	Time
Manila	.....	Tacoma	3.30 p.m.
Sam Shui and Wuchow	.....	Tai Hing	4 p.m.
FRIDAY, MAY 23			
Shanghai, Japan and Europe via Siberia	.....	Ranpura	8.30 a.m.
via Siberia	.....	Kueichow	9.30 a.m.
Wei Hai Wei via Swatow and Foochow	.....	Tango Maru	9.30 a.m.
Japan	.....	Klungchow	10.30 a.m.
Holchow	.....	Halyang	1 p.m.
Swatow, Amoy and Foochow	.....		
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	.....	Mantua	(Due Marseilles, June 20.)
K.P.O.		G.P.O.	
Registration	May 24, 9 a.m.	Parcels	May 23, 5 p.m.
Parcels	May 23, 4.30 p.m.	Registration	May 24, 9.45 a.m.
Letters	 10 a.m.	Letters	 10.30 a.m.
Formosa	.....	Kine Maru	5 p.m.
SATURDAY, MAY 24			
Amoy	.....	Anhui	10.30 a.m.
Manila	.....	President McKinley	10.30 a.m.
SUNDAY, MAY 25			
Bangkok via Swatow	.....	Kaying	9 a.m.
Swatow, Amoy and Formosa		Canton Maru	9 a.m.

* Subscribed correspondence only.

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